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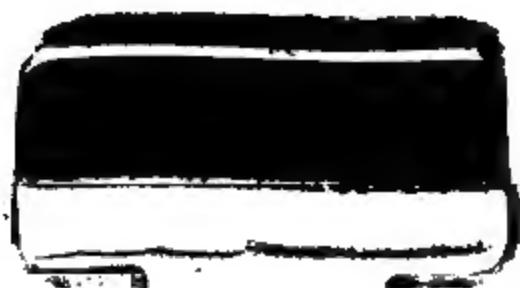
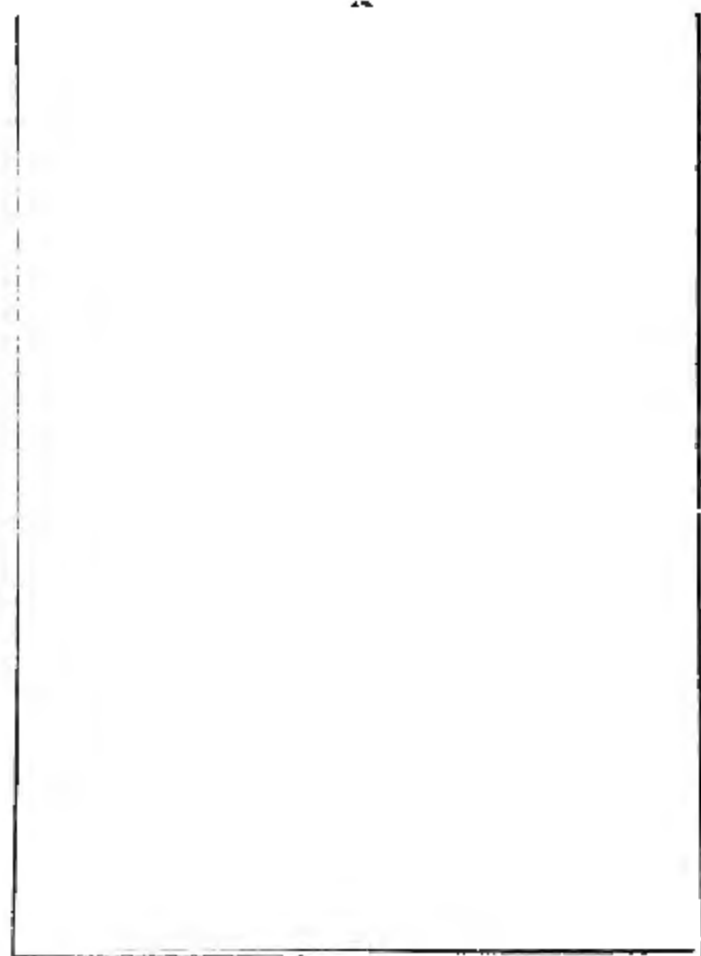
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**ANNUAL STATEMENT**  
**OF THE**  
**Trade and Commerce**  
**OF** 110266  
**SAINT LOUIS,**  
**FOR THE YEAR 1901,**  
**REPORTED TO THE**  
**MERCHANTS' EXCHANGE OF ST. LOUIS,**  
**BY**  
**GEO. H. MORGAN, Secretary.**



ST. LOUIS, MO.:  
PRESS OF R. P. STUDLEY & CO.  
1902.

**OFFICERS OF THE  
MERCHANTS' EXCHANGE OF ST. LOUIS  
SINCE ITS ORGANIZATION.**

Year.	President.	Vice-Presidents.		No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1282
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman.	1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1363
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.	1307
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson.	1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1260
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaiennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3566
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.	3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Gaiennie.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	{ A. T. Harlow. Wm. G. Boyd.	{ Wm. G. Boyd. Geo. H. Small.	{ E. A. Pomeroy.	2807
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395
1898	Chris. Sharp.	Henry H. Wernse,	Oscar L. Whitelaw.	2229
1899	Wm. P. Kennett.	Oscar L. Whitelaw,	Daniel E. Smith.	2079
1900	Oscar L. Whitelaw.	Wm. T. Haarstick.	Frank E. Kauffman.	1975
1901	Wm. T. Haarstick.	Geo. J. Tansey.	T. R. Ballard.	1872
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.	1832

**Secretary and Treasurer.**

1862	-	-	-	-	-	-	Clinton B Fisk.
1863-64	-	-	-	-	-	-	J. H. Alexander.
1865-1902	-	-	-	-	-	-	Geo. H. Morgan.



*General*

# **MERCHANTS' EXCHANGE OF ST. LOUIS.**

## **OFFICERS FOR THE YEAR 1901.**

### **PRESIDENT.**

**WM. T. HAARSTICK,**

**FIRST VICE-PRESIDENT, GEO. J. TANSEY.**

**SECOND VICE-PRESIDENT, T. R. BALLARD.**

### **DIRECTORS.**

**1901.**

**WM. P. KENNETT,  
BERT. H. LANG,  
ERICH PICKER,  
JESSE H. HOLMES,  
P. M. KIELY,**

**1901-1902.**

**OSCAR L. WHITELAW,  
HENRY WOLLBRINCK,  
J. S. McGEHEE,  
S. A. WHITEHEAD,  
CHRISTOPH HILKE.**

**GEO. H. MORGAN, SECRETARY AND TREASURER.**

**H. R. WHITMORE, FIRST ASSISTANT SECRETARY.**

**D. R. WHITMORE, SECOND ASSISTANT SECRETARY.**

**R. F. WALKER, ATTORNEY.**

### **COMMITTEE OF APPEALS.**

**E. A. FAUST,  
A. C. PETRI,  
HUGH PERGUSON,  
H. W. BECK,  
GILBERT SEARS,  
T. J. BARRY,**

**E. L. WAGGONER,  
H. B. GRUBBS,  
FERD. P. MEYER,  
EMIL SUMMA,  
R. L. FORRESTER,  
T. H. FRANCIS.**

### **COMMITTEE OF ARBITRATION.**

**FIRST SIX MONTHS.**

**A. P. RICHARDSON,  
CHAS. E. PRICHTY,  
MATT. WOLFLE,  
G. DOUGLAS BRADLEY,  
FRANK GRIESEDIECK,**

**SECOND SIX MONTHS.**

**GEO. F. POWELL,  
WALTER E. ORTHWEIN,  
W. J. TEMPLEMAN,  
ISAAC P. LUSK,  
T. J. SULLIVAN.**

### **DOORKEEPER.**

**FRANK T. MUDGE.**

### **OFFICIAL MARKET REPORTER.**

**MARC. J. GAUTIER.**

### **TELEGRAPH CLERK.**

**CHAS. H. WHITMORE.**

### **RIVER CLERK.**

**E. T. WALTON.**

### **STENOGRAPHER.**

**MISS M. G. JOHNS.**

### **MESSANGER.**

**EDDIE LOESCH.**

# **MERCHANTS' EXCHANGE OF ST. LOUIS.**

## **OFFICERS FOR THE YEAR 1902.**

### **PRESIDENT.**

**GEO. J. TANSEY.**

**FIRST VICE-PRESIDENT, T. R. BALLARD.**

**SECOND VICE-PRESIDENT, WM. A. GARDNER.**

### **DIRECTORS.**

**1902.**

**OSCAR L. WHITELAW,  
HENRY WOLLBRINCK,  
JAS. S. McGEHEE,  
CHRISTOPH HILKE,  
S. A. WHITEHEAD,**

**1902-1903.**

**WM. T. HAARSTICK,  
L. B. BRINSON,  
T. H. FRANCIS,  
OTTO L. TEICHMANN,  
JOHN H. DIECKMAN.**

**GEO. H. MORGAN, SECRETARY AND TREASURER.**

**D. R. WHITMORE, FIRST ASSISTANT SECRETARY.**

**H. R. WHITMORE, SECOND ASSISTANT SECRETARY.**

**R. F. WALKER, ATTORNEY.**

### **COMMITTEE OF APPEALS.**

**CHRISTIAN BERNET,  
SAMUEL GORDON,  
W. C. DICKINSON,  
GEO. F. LANGENBERG,  
JNO. L. MESSMORE,  
B. L. SLACK,**

**THOS. B. TEASDALE,  
CHAS. E. FLACK,  
DAN'L P. BYRNE,  
R. H. LEONHARDT,  
JNO. WIEDMER,  
B. J. ROWE.**

### **COMMITTEE OF ARBITRATION.**

#### **FIRST SIX MONTHS.**

**J. C. BROCKMEIER,  
THOS. H. WHITEHILL,  
JOHN E. GERAGHTY,  
W. H. DANFORTH,  
J. BOGY TAYLOR,**

#### **SECOND SIX MONTHS.**

**R. J. PENDLETON,  
B. H. COYLE,  
EDW. M. FLESH,  
SAMUEL PLANT,  
ROBT. S. YOUNG.**

#### **TELEGRAPH CLERK.**

**CHAS. H. WHITMORE.**

#### **OFFICIAL MARKET REPORTER.**

**MARC. J. GAUTIER.**

#### **DOORKEEPER.**

**FRANK T. MUDGE.**

#### **RIVER CLERK.**

**E. T. WALTON.**

#### **STENOGRAPHER.**

**MISS M. G. JOHNS.**

#### **MESSANGER.**

**EDDIE LOESCH.**

### **HONORARY MEMBERSHIP COMMITTEE.**

**E. O. STANARD, Chairman.**

**ALEX. H. SMITH,  
ISAAC M. MASON,**

**S. W. COBB,  
C. H. SPENCER,**

**CHAS. A. COX,  
OSCAR L. WHITELAW.**

# COMMITTEES AND INSPECTORS FOR 1901.

## REAL ESTATE.

W. T. HAARSTICK, Chairman.

GEO. J. TANSEY,

O. L. WHITELAW, T. R. BALLARD,  
W. P. KENNETT.

## ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.

W. P. KENNETT,

H. F. LANGENBERG, GEO. J. TANSEY.

## MEMBERSHIP.

T. R. BALLARD, Chairman.

S. A. WHITEHEAD, B. H. LANG.

## RULES.

J. S. McGEHEE, Chairman.

E. D. TILTON, J. P. WOODS.

## CONTRACTS

ERICH PICKER, Chairman.

LOUIS FUSZ, JAMES P. NEWELL.

## MARKET REPORTS.

BERT H. LANG, Chairman.

WM. A. GARDNER, CHAS. E. FLACH.

## GRAIN.

S. A. WHITEHEAD, Chairman.

T. R. BALLARD,

T. B. TEASDALE, R. P. ANNAN,

H. F. LANGENBERG,

L. B. BRINSON, C. W. ISAACS,

E. L. BARTLETT,

JOHN MULLALLY, J. S. McCLELLAN.

## BARLEY.

C. MARQUARD FORSTER, Chairman.

JULIUS H. KOEHLER,

HENRY GREVE, CHAS. H. TEICHMANN.  
F. C. ORTHWEIN.

## POSTAL AFFAIRS.

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CHAS. F. WENNEKER,

JAMES F. EWING, JACOB FURTH,

D. R. HAYNES,

ADRIAN DEYONG, R. B. DULA,

H. I. DRUMMOND,

WILLIAM BULL, CHAS. L. DEAN,  
FRANK C. CASE.

## FLOUR.

C. H. SIEVING, Chairman.

H. G. ORAFT, Secretary.

HENRY BURG,

F. W. EGGERS,

CHAS. T. NEALE,

SAMUEL PLANT,

F. HATTERSLEY.

## BOARD OF FLOUR INSPECTORS.

VICTOR GOETZ, President.

AUGUST RUMP, Secretary.

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JOHN RING,

J. C. O. WALDECK, CHAS. WISSMATH, Jr.,

J. J. P. LANGTON.

## PROVISION INSPECTOR.

J. G. HINCHMAN.

## SEEDS AND CASTOR BEANS.

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GEO. URQUHART,

BEN. P. CORNELI.

A. R. STRAIN,

N. B. GREGG,

FRED. S. PLANT.

## SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. P. CHAMBERLAIN.

## WEIGHING.

ERICH PICKER, Chairman.

THOS. K. MARTIN,

GEO. L. GRAHAM,

GEO. F. POWELL,

W. B. HARRISON,

HUGH S. MURRAY, Supervisor.

# COMMITTEES, 1901—Continued.

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## HAY.

WM. FURLONG.	D. W. OLIFTON, Chairman.	
H. W. BECK,	H. W. MACK,	CHRISTOPH HILKE,
	ROBT. J. BERGMANN.	

## PRODUCE.

	P. M. KIELY Chairman.	
JACOB SCHOPP,	F. E. ZELLE,	F. W. HOFFMANN,
M. G. RICHMOND,	M. M. McKEEN.	

## FLOOR.

	E. M. FLESH, Chairman.	
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A. C. PETRI,	R. J. PENDLETON,	E. H. BARNES,
T. H. FRANCOIS,	BEN. S. LANG.	

## MISSISSIPPI RIVER.

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H. C. HAARSTICK,	J. E. MASSENGALE,	H. S. POTTER,
JAS. Y. LOCKWOOD,	TURNER T. LEWIS,	ISAAC P. LUSK,
WEB. M. SAMUEL,	ISAAC M. MASON,	MARCUS BERNHEIMER.
GEO. H. SHIELDS.		

## NATIONAL BOARD OF TRADE.

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E. O. STANARD,	HENRY H. WERNSE,	CHRIS. SHARP,
S. W. COBB,	C. H. SPENCER,	CHARLES PARSONS,
OLINTON ROWELL,	GEO. W. BROWN,	F. E. KAUFFMAN,
H. F. LANGENBERG,	S. M. KENNARD.	

## LEGISLATIVE.

	JESSE H. HOLMES, Chairman.	
WM. J. LEMP, Jr.,	GEO. M. WRIGHT,	L. G. McNAIR,
J. J. WERTHEIMER,	AUG. MANEWAL,	GEO. D. DANA,
F. C. WHITTEMORE,	H. R. WHITMORE,	D. R. POWELL,
GEO. D. BARNARD,	THEO. F. MEYER,	H. M. BLOSSOM.

## TRANSPORTATION.

	GEO. J. TANSEY, Chairman.	
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E. H. CONRADES,	H. V. KENT,	PHILIP STOCK,
ED. S. ORR,	S. A. BEMIS,	L. D. DOZIER,
HENRY NICOLAUS,	FRANK GAIENNIE,	W. A. SCUDDER,
WM. M. SENTER.		

## FOREIGN TRADE.

	A. L. SHAPLEIGH, Chairman.	
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H. S. MERRELL,	R. H. WHITE LAW,	M. KOTANY,
WM. STUEDE,	WM. F. FUNSTEN,	A. DeFIGUEIREDO,
WM. C. ELLIS.		

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E. M. TAYLOR,	JOHN P. MEYER,	H. J. BRADY,
JOHN B. SLAUGHTER,	A. M. EDDY,	HUNTER BEN JENKINS.
ROBERT RANKEN,	LEWIS E. SNOW.	

# COMMITTEES AND INSPECTORS FOR 1902.

## MEMBERSHIP.

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L. B. BRINSON,

T. H. FRANCIS.

## REAL ESTATE.

G. J. TANSEY, Chairman.

T. R. BALLARD,

WM. A. GARDNER,

WM. T. HAARSTICK,

O. L. WHITELAW.

## ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.

WM. P. KENNETT,

H. F. LANGENBERG,

A. DEFIGUEIREDO.

## WEIGHING.

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W. K. STANARD,

THOS. B. TEASDALE,

JNO. MULLALLY,

F. E. ZELLE,

MAXWELL KENNEDY,

J. S. MCGEHEE,

FRED. C. ORTHWEIN,

GEO. L. GRAHAM,

O. A. ORVIS.

## INSURANCE.

F. D. HIRSCHBERG, Chairman.

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JNO. B. SLAUGHTER,

JAS. A. WATERWORTH,

WILLIAM BULL,

H. M. BLOSSOM,

S. A. WHITEHEAD,

S. D. CAPEN,

B. L. SLACK,

PEYTON T. CARR,

ASHLEY CABELL,

## RULES.

OTTO L. TEICHMANN Chairman.

E. W. GESSLER,

J. P. WOODS,

THOS. AKIN.

R. C. GRIER.

## CONTRACTS.

S. A. WHITEHEAD, Chairman.

R. J. PENDLETON,

JNO. E. GERAGHTY.

## MARKET REPORTS.

T. H. FRANCIS, Chairman.

E. C. CHAMBERLIN,

N. L. MOFFITT,

## GRAIN.

L. B. BRINSON, Chairman.

H. F. LANGENBERG,

T. B. MORTON,

JNO. E. HALL,

C. S. DAYTON,

CHAS. J. QUESNEL,

J. D. PARROTT,

R. L. FORRESTER,

P. P. CONNOR,

ELBERT HODGKINS.

C. W. SMITH,

H. C. COLEMAN.

## BARLEY.

FRED. C. ORTHWEIN, Chairman.

E. A. FAUST,

HENRY GREVE,

PHILIP STOCK.

FRANK GRIESEDIECK.

## FLOUR.

VICTOR ALBRECHT, Chairman.

JOS. HATTERSLY, Secretary.

CHRIS. BERNET,

JNO. C. FISCHER,

SAMUEL PLANT,

E. D. TILTON,

C. J. HANEBRINK.

## BOARD OF FLOUR INSPECTORS.

VICTOR GOETZ, President.

AUGUST RUMP, Secretary.

## PROVISION INSPECTOR.

HENRY WOLLBRINOK, Chairman.

HUGH FERGUSON,

JAS. M. GETTYS,

GEO. C. DANIELS,

CHAS. A. COX.

## PROVISION INSPECTOR.

J. G. HINCHMAN.

## SEEDS AND CASTOR BEANS.

FRED S. PLANT, Chairman.

C. W. BLOW,

D. P. BYRNE,

W. H. GREGG, JR.,

JNO. L. MESSMORE,

ROBT. POMMER,

A. R. STRAIN,

C. E. PRUNTY.

## COMMITTEES, 1902—Continued.

### SEED AND CASTOR BEAN INSPECTOR AND WEIGHER. W. F. CHAMBERLAIN.

#### HAY.

JAS. W. DYE, ROBT. S. YOUNG.	D. W. CLIFTON, Chairman. H. W. MACK,	HENRY HUNTER,
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#### PRODUCE.

M. G. RICHMOND, W. G. MUELLER.	CHRIS. HILKE, Chairman, HENRY BROEDER,	CONRAD SCHOPP,
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#### FLOOR.

E. H. BARNES, L. R. CARTER, GEO. LANITZ, HENRY J. BULTE.	J. S. McGEHEE, Chairman. D. E. SMITH, E. S. CASE, B. J. MCSORLEY,	G. DOUGLAS BRADLEY, D. R. HAYNES. J. W. STEELE,
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#### POSTAL AFFAIRS.

GEO. D. BARNARD, GEO. D. MARKHAM,	FRANK GAIENNIE, Chairman. BEN. B. GRAHAM, THEO. G. MEIER, THOS. K. NEIDRINGHAUS.	W. O. LITTLE, L. A. MOFFITT.
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#### RECEPTION AND ENTERTAINMENT.

CHAS. A. COX, WEB. M. SAMUEL, S. W. COBB, H. F. LANGENBERG,	E. O. STANARD, Chairman. WM. G. BOYD, JOHN WAHL, FRANK GAIENNIE, MARCUS BERNHEIMER.	WM. P. KENNETT, H. C. HAARSTICK, CORWIN H. SPENCER,
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#### MISSISSIPPI RIVER.

ALONZO C. CHURCH, ISAAC P. LUSK, WEB. M. SAMUEL, FESTUS J. WADE.	WM. T. HAARSTICK, Chairman. ISAAC M. MASON, H. S. POTTER, P. S. DROWN,	JNO. E. MASSENGALE, JNO. N. BOFINGER, HENRY HITCHCOCK,
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#### NATIONAL BOARD OF TRADE.

E. O. STANARD, C. H. SPENCER, C. F. WENNEKER,	OSCAR L. WHITE LA W, Chairman. S. W. COBB, H. H. WERNSE, C. MARQUARD FORSTER.	CHARLES PARSONS, CLINTON ROWELL,
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#### LEGISLATIVE.

R. E. GARDNER, WM. G. BOYD, GEO. L. EDWARDS, GOODMAN KING, MOSES RUMSEY.	JOHN H. DIECKMAN, Chairman. S. A. BEMIS, GEO. O. CARPENTER. NATHAN FRANK, W. J. KINSELLA,	MARCUS BERNHEIMER, GEO. D. DANA, BRECKINRIDGE JONES. GAIUS PADDOCK,
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#### TRANSPORTATION.

F. E. KAUFFMAN. HENRY SAYERS, W. S. MCCHESENEY, JR., E. S. ORR.	WM. C. ELLIS, Chairman. E. O. HUNTER, K. B. HANNIGAN, W. A. SOUDDER,	WM. P. KENNETT, A. L. SHAPLEIGH, A. DEFIGUEIREDO,
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#### FOREIGN TRADE.

L. D. KINGSLAND, HENRY STANLEY,	WM. F. FUNSTEN, Chairman. JOHN RING, JAMES ARBUCKLE.	GEO. F. POWELL,
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# REPORT OF THE BOARD OF DIRECTORS.

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## MERCHANTS' EXCHANGE,

ST. LOUIS, MO., January 7th, 1902.

To the Members of the Merchants' Exchange of St. Louis:

**GENTLEMEN** — The rules of the Exchange require that the Board shall, previous to the Annual Meeting, fix the assessment to be paid by each member for the coming year, and at the Annual Meeting report to the Exchange the amount so assessed, and the pecuniary condition of the Exchange.

Your Board, at a meeting held on the 10th of December last, after a careful consideration of the matter fixed the assessment for the year 1902 at \$25.00 for each member.

The property of the Exchange is in good condition and the building well rented, there being but one office unoccupied.

The receipts of the year on real estate account were: From rentals \$43,673.20, from current account \$3,000.00, and from interest \$26.85, a total of \$46,700.05.

The expenditures, including \$12,500 paid for bonds redeemed and canceled and \$1,578.96 overdraft of previous year repaid, were \$46,494.49, leaving a balance on hand of \$205.11.

The bonded debt, originally \$150,000, has been reduced to \$92,500.

The rentals for the past year amounted to \$43,673.20. The expenditures, eliminating the items of bonds and interest on same and overdraft paid, were \$28,571.78, leaving a balance of \$15,101.42 over the usual current expenses. If to this is added the sum of \$25,000 for rent of the Exchange hall and offices, which it is legitimate to include when ascertaining the rental value of the property, the net revenue would be \$40,000.00, or  $5\frac{1}{3}\%$  on the cost of \$750,000.00.

The income from rentals for 1902 will approximate \$48,000. On the same basis the net income would be increased to \$45,000, or 6% on the cost of the property. But if the revenue from the property merely paid all expenses, leaving to the Exchange the free use of the hall and offices, it would still be a good investment, as under other circumstances, if the Exchange had to rent quarters at all equal to the present in size and appointments, the rental would probably largely exceed \$25,000.

The ownership of the property fixes permanently for many years the location of the Exchange, which, all things considered, is as desirable as a location further west, and provides offices for many of our members at a low cost.



The receipts and expenditures for current account remain about as usual, except that the revenue decreases slightly from year to year on account of forfeitures and redemptions. The membership at the beginning of 1901 was 1872. This has been reduced by the redemption of 33 certificates of deceased members, six forfeitures and one expulsion, making the number on the rolls at the beginning of the present year 1832.

The total revenue for the year, including a balance on hand January 1st of \$1,475.56, was \$51,074.98, and expenditures, including amount transferred to Real Estate Account, \$48,438.89, leaving a balance of \$2,636.09.

The primary object of the Merchants' Exchange is to provide a place and furnish facilities for the daily transaction of business, and to publish an annual statement of the trade and commerce of the city. Probably there is no organization in the country where these requirements are more fully met. But, in addition to this, the Exchange through its official Board keeps in touch with all movements affecting the business interests of the city and country. For many years it was the only organized body in the city, and all measures originated with or were brought before the Exchange for consideration and action and had prompt and effective attention. But with the growth and development of business other organizations were formed to look after special interests, and the Exchange was able to confine its work to subjects of a strictly commercial nature, or affecting commercial interests.

During the past year your Board gave especial attention to transportation matters, and, in conjunction with other commercial bodies, made efforts to have the interstate commerce law amended by Congress so as to confer greater power upon the Commissioners. This was not accomplished, but it is hoped that the present Congress will grant the relief so much needed.

An effort was also made to have the war revenue tax on sales made on the Exchanges of the country repealed, but it was only successful to the extent of eliminating the tax on sales of property actually in course of transportation.

An attempt was made early in the year to have the headquarters of the Mississippi River Commission removed to another city, but the prompt action of your Board in protesting against such a movement effectually prevented it.

In April last the Committee on Postal Affairs, in connection with Postmaster Baumhoff, petitioned the Postoffice Department for increased mail facilities on the Wabash train arriving at 2 P. M., and also for the establishment of a railway postoffice service on the Missouri, Kansas & Texas train leaving St. Louis at 8:16 A. M. The request has been granted, and an additional mail car put on the Wabash train, and the mail is now made ready for instant delivery upon its arrival. On January 1st, 1902, the new service was established on the Missouri, Kansas & Texas train, thus securing a better mail service to the Southwest.

In August last an effort was made to have the monthly Government Crop Report issued at 12 M. instead of 4 P. M. Eastern time. From past

experience your Board were of the opinion that a midday report unsettled and disturbed business, and successfully protested against a change in the hour of its issuance.

Your Board endorsed the efforts of the St. Louis Manufacturers' Association looking to the establishment of a line of steamboats between St. Louis and New Orleans, and joined with other organizations in an effort to secure for St. Louis the location of one of the permanent camps for the army and national guard.

Your association has been ably represented at the following gatherings :

National Board of Trade,	Washington,	January 22nd.
Southern Industrial Convention,	Philadelphia,	June 11th.
Illinois Grain Dealers' Association,	Decatur,	June 11th.
Trans-Mississippi Com'l Congress,	Cripple Creek,	July 16th.
Iowa Grain Dealers' Association,	Creston,	September 3rd.
National Hay Association,	Indianapolis,	September 10th.
Grain Dealers' National Association,	Des Moines,	October 2nd.
National Rivers and Harbors Congress,	Baltimore,	October 8th.

Early in the year a Committee on Weighing was appointed for the purpose of formulating and putting in operation a plan for securing the accurate weighing and methods of weighing of grain and other property handled by members of the Exchange and others desiring the service. In September last this action was endorsed, by the adoption of an amendment to the Rules, authorizing the Board of Directors to establish and maintain a Department of Weights. A supervisor of weighing was appointed, and steps taken to ascertain wherein the present system was defective and what remedies could be applied to correct same. The committee has had the cordial co-operation of the local officials of the various railroads, with the result that the system has been materially improved and complaints are much less frequent than formerly. It is the purpose of the Board, in connection with the proper authorities, to establish scales for weighing grain and other farm products under the direct control of the Committee of Weighing, with the view of having a system that will provide every safeguard for the proper weighing and delivery of contents of cars.

The Traffic Bureau has been active during the year in looking after transportation interests, affecting not only the business transacted on the Exchange, but the general trade of the city. The Managers and Commissioner have been met with courtesy by all railroad officials, and when it was possible their requests have been cheerfully granted. The result has been that concessions have been made in a number of cases and discriminations corrected in others, and while all that has been hoped for has not been accomplished, much good has resulted, and the usefulness of the Bureau fully demonstrated. Attention is called to the report issued by the Commissioner, giving a detailed statement of the work of the year.

We have taken pleasure in extending to distinguished visitors the courtesies of the Exchange, and have been honored with the presence of Hon. Charles Denby, ex-United States Minister to China; Mr. Wu Ting Fang,

Envoy Extraordinary and Minister Plenipotentiary of China; the delegates to the International Congress held at the City of Mexico, a party of distinguished Porto Rican business men, and Governor Durbin of Indiana.

Death has taken from us forty-three members, whose loss is deeply deplored and for whom the Board has placed on record the regrets of the members at their demise and a tribute to their worth.

When the sad news was received, September 14th, that President McKinley had passed away, your Board ordered the Exchange closed and the hall draped in mourning. The Exchange closed also on the day of the funeral, and the members joined with the people of the city in expressing their sorrow at the loss of a great and good man and the honored executive of the nation.

The Exchange was also closed on February 2nd, the day of the funeral of the Queen of England, as a token of respect to the memory of an illustrious monarch and a noble woman.

Your Board wishes to express its appreciation of the valued assistance of the various committees in promoting the interests of the Exchange, also of the faithful and efficient service rendered by the Secretary and other employes.

Our year's work is done and gone into history, and in returning thanks to the members for the honor bestowed upon us, we bespeak for our successors the same united support that has been accorded us, and the continued efforts of all the membership in building up the New St. Louis and the Merchants' Exchange, which is one of the prominent factors in its development.

FOR THE BOARD OF DIRECTORS,

WM. T. HAARSTICK,

President.

## REPORT OF THE TREASURER FOR 1901.

## CURRENT ACCOUNT.

## RECEIPTS.

Cash on hand January 1st.....	\$	1,475	58
Received for Transfer Fees.....		1,120	00
“ “ Assessments .....		46,450	00
“ “ Rent of Drawers.....		611	75
“ “ Rent of Telegraph Counters .....		690	00
“ “ Rent of Transportation Desks.....		30	00
“ “ Non-Residents Tickets.....		175	00
“ “ Sale Samples and Sweepings.....		145	29
“ “ Interest on Account.....		377	38

## EXPENDITURES.

\$51,074 98

Salaries .....	\$17,959	25	
Telegraph Account.....	10,045	50	
St. Louis Traffic Bureau .....	3,645	59	
Redemption of Memberships.....	3,300	00	
Transferred to Real Estate Account .....	3,000	00	
Weighing Committee and Supervisor.....	994	25	
Rent of Telephones.....	998	70	
Annual Report.....	905	50	
Attorney's Fees and Costs in Court.....	851	75	
Board Flour Inspectors .....	787	64	
Printing and Stationery.....	730	01	
Soap and Towels.....	525	67	
Attorney of the Exchange.....	500	00	
Repairs.....	387	10	
Delegates to National Board of Trade.....	386	80	
Taxes .....	321	94	
Postage .....	314	15	
Delegates to Rivers & Harbors Congress, Baltimore..	280	65	
Public Welfare Committee .....	250	00	
Delegates to Trans-Miss.Com'l Congress, Cripple Crk.	202	00	
Power for Electric Fans .....	199	05	
Assessment, National Board of Trade.....	195	00	
Ice .....	189	21	
New Curtains and Chairs.....	164	84	
Books, Papers and Price Currents.....	131	10	
Belcher Water.....	120	00	
Tin Pans .....	116	49	
Brooms, Dusters, etc .....	111	35	
Delegates to South'n Industrial Conv'n, Philadelphia	107	35	
Delegates to National Hay Convention, Indianapolis	100	00	
Grain Dial.....	85	00	
Bond of Assistant Secretary .....	75	00	
Delegates to National Grain Assn., Des Moines .....	55	40	
Judges of Election .....	52	00	
Memorials, ex-President Chris. Sharp.....	51	00	
Plants for Fountain .....	50	00	
Board of Directors.....	35	80	
Telephone Cabinet.....	30	00	
Delegates to Grain Dealers Convention, Creston, Ia....	15	65	
Delegates to Freight Meeting, Louisville.....	12	50	
Delegate to Illinois Grain Dealers Assn., Decatur.....	11	00	
Sundries.....	169	65	\$48,438 89
Balance on hand December 31st, 1901.....			\$ 2,636 09

REAL ESTATE ACCOUNT FOR 1901.

RECEIPTS.

Received from Rentals .....	\$ 43,678 20
“ “ Current Account.....	3,000 00
“ “ Interest.....	26 85
	<u>\$ 46,700 05</u>

EXPENDITURES.

Bonds Paid.....	\$ 12,500 00	
EmploYES .....	7,538 00	
Taxes .....	6,615 56	
Repairs and Renovations.....	4,448 22	
Insurance .....	4,150 72	
Interest on Bonds.....	3,843 75	
Coal .....	3,090 66	
Water License.....	1,164 00	
Supplies for Engineer and Janitor.....	667 17	
Removing Ashes and Sweepings.....	266 50	
Cleaning Streets .....	153 00	
Rent of Telephones.....	151 94	
Elevator Insurance.....	130 40	
Electric Light .....	79 00	
Night Signal Service.....	39 00	
Inspecting Boilers and Elevators .....	31 50	
Sprinkling Tax.....	19 81	
Uniform for Elevator Boy.....	16 75	
Printing.....	9 50	
Revenue Stamps.....	50	
Paid Overdraft of January 1st.....	1,578 96	46,494 94
Balance on hand December 31st, 1901.....		<u>\$ 205 11</u>

Paid on Bonded Debt during 1901.....	\$ 12,500 00
Bonded Debt Unpaid (not due) .....	\$ 92,500 00

GEO. H. MORGAN,  
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1901 and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows, viz:

To the Credit of Real Estate Account.....	\$ 205 11
To the credit of Current Account.....	\$2,636 09

T. R. BALLARD,  
BERT. H. LANG,  
S. A. WHITEHEAD, } Committee.

St. Louis, January 4th, 1902.

## RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1901.

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### GALVESTON HARBOR.

JANUARY 8TH. *Resolved*, By the Board of Directors of the Merchants' Exchange of St. Louis, that the Honorable Senators and Representatives from Missouri, in Congress be requested to co-operate with the Texas delegation in securing at the present session of Congress appropriations in River and Harbor Bill for improvement of the channel of Galveston Harbor.

B. F. HUDSON.

JANUARY 16TH. Resolutions of respect to the memory of B. F. Hudson, prepared by a committee consisting of Messrs. F. W. Hofmann, M. M. McKeen and C. E. Udell, were adopted by the Board.

FRANK SHAPLEIGH.

JANUARY 16TH. Resolutions of respect to the memory of Frank Shapleigh, prepared by a committee consisting of Messrs. Wallace Delafield, G. J. Tansey, Frank N. Johnson, Clark H. Sampson and Frank Gaiennie, were adopted by the Board.

### CULLOM BILL AND WAR REVENUE TAXES.

JANUARY 16TH. The delegation appointed to represent the Merchants' Exchange of St. Louis, at the meeting of the National Board of Trade, to be held at Washington on the 22nd inst., are requested to confer with the representatives of other cities and take such action as may be deemed advisable towards endeavoring to secure the passage of the Cullom Bill, being an amendment to the Interstate Commerce Law, and also to secure if possible the elimination from the Revenue Tax Law of the tax on sales made on the commercial exchanges of the country.

### INTERNATIONAL CONGRESS OF NAVIGATION.

JANUARY 16TH. The President was requested to write to the Senators and Representatives from Missouri, asking them to favor a bill introduced in Congress authorizing the President of the United States to invite the International Congress of Navigation to hold its next session in Washington.

HON. R. S. TAYLOR.

JANUARY 26TH. The President was requested to write to President McKinley in the name of the Board of Directors, requesting him to retain Hon R. S. Taylor as a member of the Mississippi River Commission.

## MARQUARD FORSTER.

JANUARY 26TH. Resolutions of respect to the memory of Marquard Forster, prepared by a committee consisting of Messrs. Wm. F. Nolker, Wm. D. Orthwein, Chas. H. Teichmann, Adolphus Busch and Wm. J. Lemp, were adopted by the Board.

## FUNERAL OF QUEEN VICTORIA.

FEBRUARY 1ST. The Board ordered that the Exchange rooms be closed on Saturday February 2nd, the day of the funeral of the Queen of England, as a token of respect to the memory of an illustrious monarch and a noble woman.

## WM. M. SENTER.

FEBRUARY 1ST. Resolutions of respect to the memory of Wm. M. Senter, prepared by a committee consisting of Messrs. Chris Sharp, John Wahl, Nathan Cole, Chas. A. Cox and Hugh O'Donnell, were adopted by the Board.

## JAS. F. AGLAR.

FEBRUARY 1ST. Resolutions of respect to the memory of Jas. F. Aglar, prepared by a committee consisting of Messrs. G. J. Tansey, G. S. Freeborn, Wallace Delafield, Ed. S. Orr and Jno. J. Baulch, were adopted by the Board.

## CHRIS SHARP.

[ FEBRUARY 9TH. Resolutions of respect to the memory of Chris Sharp, prepared by the Ex-Presidents of the Exchange, were adopted by the Board, and it was ordered that the rostrum be draped in mourning for thirty days.

## WM. H. MARKHAM.

FEBRUARY 12TH. Resolutions of respect to the memory of Wm. H. Markham, prepared by a committee consisting of Messrs. E. O. Stanard, Thos. Akin, H. M. Blossom and W. L. Green, Jr., were adopted by the Board.

## PUBLIC WELFARE COMMITTEE.

FEBRUARY 12TH. The sum of \$250.00 was appropriated towards the expenses of the Public Welfare Committee.

## MISSISSIPPI RIVER COMMISSION.

FEBRUARY 23RD. The President was requested to write to the Hon. Secretary of War, protesting against the possible removal of the offices of the Mississippi River Commission from St. Louis.

## OKLAHOMA.

FEBRUARY 23RD. The Board memorialized the Honorable Senators from Missouri and Representatives from St. Louis, to further the admission of Oklahoma to statehood, either separately or in connection with the Indian Territory, as the people of Oklahoma might prefer.



BAKING POWDER LEGISLATION.

**FEBRUARY 23RD.** The Board concurred in the action of the St. Louis Manufacturers' Association, requesting the General Assembly of Missouri, to repeal Sections one and two of the law passed by the 40th General Assembly of Missouri, in relation to Baking Powders and other preparations containing alum.

FOREIGN BILLS OF LADING.

**MARCH 12TH.** The Board of Directors of the Merchants' Exchange of St. Louis join with the Chamber of Commerce of Minneapolis, the Board of Trade of the city of Chicago and other commercial associations, in protesting against the action of ship owners in inserting special clauses in bills of lading for goods shipped to London, whereby charges are imposed in contravention of acts of Parliament, in which acts we understand free delivery was safeguarded on all goods entering that port. We believe that bills of lading on shipments to London should not carry any conditions not imposed on bills of lading to Liverpool and other points.

And the Board of Directors respectfully petitions the Senators and Representatives in Congress to pass an amendment to the Harter Act of 1893, restraining ship owners from inserting in bills of lading clauses in contravention of the laws of countries into which American products are shipped, and further, that a copy of these resolutions be sent to other commercial associations, and to the Honorable Senators and Representatives from Missouri in Congress.

CHAS. A. EBERLE.

**MARCH 12TH.** Resolutions of respect to the memory of Chas. A. Eberle, prepared by a committee consisting of Messrs. H. G. Craft, W. C. Dickinson, Henry Burg, Matt. Woelfle and C. J. Hanebrink, were adopted by the Board.

NATIONAL IRRIGATION ASSOCIATION.

**MARCH 12TH.** The President was authorized to appoint a delegate to represent this Exchange at the meeting of the National Advisory Board of the National Irrigation Association, to be held at Buffalo in October next.

COMMERCIAL TREATY WITH FRANCE.

**APRIL 9TH.** The Board endorsed the resolutions adopted by the Chamber of Commerce of the State of New York, urging upon the Senate of the United States the wisdom and necessity of the early ratification of the commercial treaty with the Republic of France.

MAIL FACILITIES.

**APRIL 9TH.** The Board endorsed the action of the President and the Chairman of the Committee on Postal Affairs, calling upon the Postoffice Department to place a St. Louis city distributor on Wabash trains arriving

in St. Louis at 2 o'clock P. M.; and also to establish a railway postoffice service on the Missouri, Kansas & Texas train leaving St. Louis at 8:16 A.M.

#### WEIGHING DEPARTMENT.

**APRIL 18TH.** The Board appointed a Committee on Weighing consisting of Messrs. Erich Picker, Thos. K. Martin, Geo. L. Graham, Geo. F. Powell and W. B. Harrison.

#### CHICAGO QUOTATIONS.

**APRIL 27TH.** The Exchange resumed the posting of Chicago quotations at 11 A. M., April 27th.

#### FRED. G. COCHRAN.

**MAY 2ND.** Resolutions of respect to the memory of Fred. G. Cochran, prepared by a committee consisting of Messrs. Hugh Ferguson, John Ring and Chas. E. Flack, were adopted by the Board.

#### RIVERS AND HARBORS CONGRESS.

**MAY 2ND.** The Board appointed Messrs. H. C. Haarstick, Web. M. Samuel and W. P. Kennett a preliminary committee to co-operate in arrangements for a proposed River and Harbor Congress to be held during the summer.

#### SOUTHERN INDUSTRIAL CONVENTION.

**MAY 2ND.** The Board appointed Mr. Web. M. Samuel to represent the Merchants' Exchange at the meeting of the Southern Industrial Convention to meet in Philadelphia, June 11th.

#### MISSISSIPPI RIVER.

**JUNE 11TH.** The Board of Directors of the Merchants' Exchange of St. Louis is in full accord with the St. Louis Manufacturers' Association in the effort now being made to place a line of steamers on the Mississippi River, to ply between St. Louis and New Orleans, and recommends to the members of the Exchange, interested in the coast trade particularly and in the commerce of the city generally, to give support and assistance to the enterprise, which cannot fail, if properly maintained, to be of great benefit to the trade of the city, as well as to all river towns.

#### ILLINOIS GRAIN DEALERS' ASSOCIATION.

**JUNE 11TH.** The Board appointed Mr. H. R. Whitmore, Assistant Secretary, as a delegate to the meeting of the Illinois Grain Dealers' Association to be held at Decatur, Ill., June 11th and 12th.

#### TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

**JUNE 11TH.** The Board appointed Messrs. Wm. P. Kennett, John W. Noble and H. R. Whitmore to represent the Merchants' Exchange at the Trans-Mississippi Commercial Congress, to be held at Cripple Creek, Colo., July 16th.

**ARMY AND NATIONAL GUARD CAMP.**

**AUGUST 7TH.** The President appointed Messrs. Geo. J. Tansey, T. R. Ballard, O. L. Whitelaw, S. W. Cobb, W. P. Kennett and Fred. C. Orthwein a committee to represent the Merchants' Exchange at a meeting to be held at the Mercantile Club, on the 8th inst., to co-operate with the committees of the Mercantile Club and other organizations in securing for St. Louis the location of one of the large permanent camps for the Army and National Guard.

**JOHN P. KEISER.**

**AUGUST 13TH.** Resolutions of respect to the memory of John P. Keiser, prepared by a committee consisting of Messrs. E. O. Stanard, A. R. Moore, S. W. Cobb, Web. M. Samuel and Isaac M. Mason, were adopted by the Board.

**DAVID BLOCK.**

**AUGUST 13TH.** Resolutions of respect to the memory of David Block, prepared by a committee consisting of Messrs. Web. M. Samuel, H. F. Langenberg, Alex. H. Smith, W. B. Dean and P. C. Taylor, were adopted by the Board.

**ADOLPH BANG.**

**AUGUST 13TH.** Resolutions of respect to the memory of Adolph Bang, prepared by a committee consisting of Messrs. Alex. H. Smith, H. C. Haarsstick, John Wahl, Geo. H. Braun and C. H. Sieving, were adopted by the Board.

**THOS. E. QUINLIVAN.**

**AUGUST 13TH.** Resolutions of respect to the memory of Thos. E. Quinlivan, prepared by a committee consisting of Messrs. D. W. Clifton, Martin J. Mullally, Vincent M. Jones, C. F. Daly and M. J. Connor, were adopted by the Board.

**GOVERNMENT CROP REPORT.**

**AUGUST 13TH.** The Board disapproved the movement, inaugurated in New York, looking to a change in the time of issuing the monthly government crop report from 4 P. M. to 12 M., eastern time.

**NATIONAL HAY ASSOCIATION.**

**AUGUST 13TH.** The Board appointed Messrs. D. W. Clifton, Jas. W. Dye, Chris. Hilke, Chas. G. Simon, Martin J. Mullally, J. O. Ballard, John Mackey, Henry W. Mack, Louis P. Deibel, D. P. Byrne and W. J. Rae delegates to the meeting of the National Hay Association, to be held at Indianapolis, September 10th.

**GRAIN DEALERS' NATIONAL ASSOCIATION.**

**AUGUST 13TH.** The Board appointed Messrs. Erich Picker, George L. Graham, J. L. Messmore, H. R. Whitmore and R. S. Young delegates to the meeting of the Grain Dealers' National Association, to be held at Des Moines, Iowa, October 2nd.

## IOWA GRAIN DEALERS' ASSOCIATION.

**AUGUST 29TH.** The Board appointed Assistant Secretary H. R. Whitmore to represent the Exchange at the Grain Dealers' Convention, to be held at Creston, Iowa, September 3rd.

## PRESIDENT WILLIAM M'KINLEY.

**SEPTEMBER 7TH.**

*Geo. B. Cortelyou, Secretary to the President, Buffalo, N. Y.:*

The Merchants' Exchange of St. Louis, representing this business community, desires to express its sincere sorrow and grief at the calamity which has so suddenly come to the nation, in the attack upon its honored President. We hope and pray that an overruling Providence will preserve the life of our beloved Executive, and restore him to his devoted wife and to the people, who hold him in the highest esteem. Please convey to Mrs. McKinley our most profound sympathy in this hour of grief and anxiety.

JOHN BIRD.

**SEPTEMBER 10TH.** Resolutions of respect to the memory of John Bird, prepared by a committee consisting of Messrs. Jos. W. Steele, James P. Burdeau and W. T. Hickman, were adopted by the Board.

## NATIONAL RIVERS AND HARBORS CONGRESS.

**SEPTEMBER 10TH.** The Board appointed Messrs. Isaac M. Mason, Jno. A. Ockerson, Henry P. Wyman, T. R. Ballard and J. Y. Lockwood delegates to the meeting of the National Congress on Rivers and Harbors to be held at Baltimore, October 8th.

## DEATH OF PRESIDENT M'KINLEY.

**SEPTEMBER 14TH.** The Board ordered the Exchange closed for the day, and appointed Messrs. David R. Francis, C. H. Spencer, John W. Noble, Frank Galennie, S. M. Kennard, Chas. Parsons, J. C. Van Blarcom, H. C. Haarstick and O. L. Whitelaw a committee to prepare resolutions on the death of President William McKinley. On September 18th the following resolutions were adopted:

The President is dead. One of the noblest of men has passed away. The nation is bowed in sadness and sorrow. Words are inadequate to express the grief of the people at the loss of their Chief Executive, so highly esteemed and so sincerely beloved.

William McKinley was a man among men; his life was pure and unselfish; his honesty of purpose was never questioned; on the field or in the forum he manfully did his whole duty, earnestly striving for the right and for the welfare of his country. As the head of this great nation during a period requiring the highest wisdom and statesmanship, he won the admiration of the world by his wise administration of affairs, and his policy has come to be accepted by his countrymen as wise and just, and productive of the best results.

In private life he was kind, affable and gracious; a devoted husband, a kind neighbor, a sincere friend, a Christian gentleman.

His loss is a personal sorrow and a national bereavement.

To the affectionate, devoted wife, so lovingly and tenderly cared for, whose comfort and happiness was his first thought, and to whom his loss is irreparable, our hearts go out in tenderest sympathy and affection.

As an evidence of love and esteem to this great and good man, and as a mark of respect to the high position he occupied, it is ordered that the Merchants' Exchange be closed on the day of the funeral, and that the hall be draped in mourning for thirty days.

GEO. R. ROBINSON.

NOVEMBER 12TH. Resolutions of respect to the memory of George R. Robinson, prepared by a committee consisting of Messrs. R. P. Annan, Walker Hill, Michael McEnnis, L. F. Jones and Western Bascome, were adopted by the Board.

#### RIVERS AND HARBORS CONGRESS.

NOVEMBER 12TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily endorse and approve the resolutions adopted by the National Congress on Rivers and Harbors, convened at Baltimore, October 8th and 9th, 1901, urging upon the Congress of the United States a liberal policy in the improvement, through systematic and adequate appropriations, of the waterways and harbors of the country.

The Board respectfully urges upon the honorable Senators and Representatives from Missouri to favor the passage of such a bill during the coming Congress, in the interest of the increasing internal and foreign commerce of the country.

#### NATIONAL BOARD OF TRADE.

NOVEMBER 26TH. Subjects presented by the Merchants' Exchange of St. Louis, for the consideration of the National Board of Trade at the Annual Meeting, to be held in Washington in January, 1902.

#### FINANCE AND CURRENCY.

*Resolved*, That the bullion in the Treasury be hereafter used for the coinage of subsidiary silver coin, as needed by the public, and not into silver dollars.

*Whereas*, The people and the banks of the United States are very large losers each year by the wear of small gold coins, which might be avoided by issuing gold certificates in their place by the government, and which are not now allowed of less than \$20.00;

*Resolved*, That Congress be requested to allow the issue of \$5.00 and \$10.00 gold certificates on deposits of gold bullion or gold coin of equal value in the Treasury.

*Whereas*, It is desirable to eliminate the issues of United States notes, which are only fiat money and originally issued under the stress of the war demands;

*Therefore,* We recommend to Congress the passage of such laws as shall gradually retire them, and that they be replaced by gold notes from the reserve funds in the Treasury, thus leaving the currency undiminished, the gold remaining in the Treasury against such issues for their redemption.

*Resolved,* That we request Congress to consider the propriety of amending the national banking laws so as to allow banks having a capital of such large amount as to insure safety in so doing, to establish branches in foreign countries for the promotion of export and import trade, that we may be thus on a footing with our great European competitors.

*Resolved,* That we recommend to Congress the propriety of considering amendments to the national bank acts to allow the issue of currency by banks based on their assets and secured by a safety fund to be raised by a tax on the issues sufficient to make the currency entirely safe, and to be under absolute government control.

*Whereas,* Much loss occurs to innocent holders of damaged, clipped, mutilated or abraded silver coin minted by the United States, on account of the Treasury Department paying for such coins only their bullion value, and thus the loss to the citizen is a gain to the government; therefore,

*Resolved,* That Congress be asked to provide by law that the Secretary of the Treasury be authorized to redeem such coins, giving for them by weight the proportionate value remaining to them compared with original amount received for them by the government.

#### WAR REVENUE TAX.

*Whereas,* Since the reduction made by the last Congress in war revenue taxation has not decreased the receipts from that source as much as had been expected and a further reduction may safely be made without detriment to the financial interests of the government, the National Board urges the further repeal of such taxation as has proved a burden to the commerce of the country, and especially of the tax on sales of agricultural products on commercial exchanges and stamps on stock certificates, and also the repeal of the entire act as soon as practicable.

#### ISTHMIAN CANAL.

The National Board of Trade urges upon Congress the importance of early action looking to the construction of an Isthmian Canal, as demanded by the increasing commerce between the West and the Far East.

#### DEPARTMENT OF COMMERCE AND INDUSTRIES.

The National Board of Trade has repeatedly advocated the establishment of a Department of Commerce and Industries, and believes that action by Congress establishing such a department would meet with the hearty endorsement and approval of the people.

#### RIVERS AND HARBORS.

The National Board of Trade urges upon Congress the passage at the present session of a rivers and harbors bill for the improvement of naviga-

ble waterways and of the harbors of the coast lines. Such expenditures by the government are needed to develop and increase our internal and foreign commerce, and will be approved and endorsed by the commercial interests of the country. It is the judgment of this board that appropriations should be made only for the improvement of waterways and harbors for the purpose of water-borne commerce.

#### **INTERNAL WATERWAYS.**

In the appropriations to be made by Congress for rivers and harbors the continued improvement of the navigable rivers of the West should receive special attention, and while the system of permanent improvement is being carried on it is of the utmost importance that an adequate navigable channel be maintained in the Mississippi River by the use of dredges and portable jetties in order that present river commerce may be facilitated, especially between the Missouri and Ohio rivers. The Board further urges requisite appropriations for the improvement of the Southwest Pass, in order to afford adequate facilities for ships of the largest class.

The Board also favors the construction of a ship canal between the Mississippi River and Lake Michigan, and that the Mississippi River Commission be authorized to investigate the practicability of such canal and the probable cost thereof.

#### **FORESTRY.**

The attention of the Congress is again called to the importance of the preservation of forests as necessary to the continued prosperity of agricultural, lumbering, mining and transportation interests, and urges legislation looking to the perpetuation of our forests and to the establishment of additional national parks and forest reserves.

#### **POSTAL AFFAIRS.**

The National Board of Trade heartily approves the action of the Postmaster-General in his efforts to purge the mails of second-class matter not entitled to transmission as such, and calls upon Congress for such legislation as will amend the laws relating to second-class mail matter and prevent the same being carried at a loss to the government.

#### **CONSULAR SERVICE.**

That the reorganization of the consular service in the interest of the constantly expanding foreign commerce of the country should have early and earnest consideration by Congress, and all appointments should be based upon business qualifications and not political preferment.

#### **BANKRUPT LAW.**

That the provision of the National Bankruptcy law, which provides against preferences and prevents a creditor who may have innocently received payments within four months prior to bankruptcy from proving



any claim he may have against the estate without surrendering such payments is a serious menace to the credit system, and the business interests of the country, and should be promptly repealed by Congress.

#### INTERSTATE COMMERCE LAW.

The National Board of Trade, in session assembled, urges Congress to pass such amendments to the Interstate Commerce Commission laws as will give force and effect to the findings and rulings of the commission and at the same time fully safeguard, protect and promote both the public and the transportation interests and welfare.

#### ADJOURNMENT SINE DIE OF THE NATIONAL BOARD OF TRADE.

The organization of the National Board of Trade in 1868, was an event of much importance to the commercial world, and its deliberations from year to year have demonstrated the benefit of co-operation and united action among business men.

It opened the way to the organization of national trade organizations, looking to the development of individual industrial lines, so that at the present time there are over seventy such bodies in the United States, each one devoted to the particular interest it represents.

The wide scope of subjects submitted annually for the consideration of the National Board of Trade renders it absolutely impossible to give to each the time and attention required for a thorough discussion and understanding of important measures, and probably for this reason the recommendations of the board have not commanded the attention of legislative bodies or secured such results as might have been expected from the deliberations of such a representative body of business men.

In view of these facts the Merchants' Exchange of St. Louis submits the following resolution for the consideration of the National Board:

*Resolved*, That at the close of the present session the National Board of Trade adjourn sine die.

*Resolved*, That the Executive Council, as now constituted, be authorized and instructed to close up all the business affairs of the board and to assess the constituent members, in accordance with the usual pro rata, for such an amount as may be required to pay all the obligations of the board.

WILLIAM M'MILLAN.

NOVEMBER 26TH. Resolutions of respect to the memory of William McMillan, prepared by a committee consisting of Messrs. Sam M. Kennard, L. B. Tebbetts, H. M. Blossom, Thos. H. West and Wm. C. Little, were adopted by the Board.

#### JURISDICTION OF MISSISSIPPI RIVER COMMISSION.

DECEMBER 10TH. *Whereas*, The City of St. Louis, as the commercial metropolis of the Mississippi valley, is vitally interested in such adequate improvement of the Mississippi River as will fully meet the demands of commerce; and,

*Whereas*, The shipping interests of this city have suffered severe losses during the past years, through failure of appropriations and consequent failure to maintain adequate depth of channel between this city and Cairo, while ample depths below the latter point have been maintained by means of an efficient dredging system inaugurated by the Mississippi River Commission; and,

*Whereas*, This said dredging plant is idle for long periods of time each year when there are good navigable depths below the mouth of the Ohio, while the channel in the Mississippi River above that stream is altogether inadequate for the requirements of navigation, at which time the said dredging plant could be advantageously employed in deepening and maintaining this channel; and,

*Whereas*, In the improvement of the Mississippi River, we believe that, both on the score of economy and for the earlier realization of the required channel depths, the best results will be obtained by treating the stream as a systematic whole, and by the vigorous prosecution of the work in such order as will best satisfy the demands of commerce; and,

*Whereas*, The organic act creating the Mississippi River Commission, entitled "An Act to provide for the appointment of a Mississippi River Commission for the improvement of said river from the Head of Passes, near its mouth, to its headwaters," manifestly assigns the improvement of the river to said Commission, which is held in the highest esteem by the people of the Mississippi valley; therefore, be it

*Resolved*, That the Board of Directors of the Merchants' Exchange of the City of St. Louis respectfully request and urge at the hands of Congress liberal continuing appropriations for the general improvement of the Mississippi River, and such legislation as may be deemed essential to enable the Mississippi River Commission to comply with the expressed terms of the organic act, and extend its improvement work from Cairo northward, at least as far as the mouth of the Illinois River.

*Resolved*, That our Senators and Representatives in Congress be requested to use their best efforts to secure favorable action from Congress on the above petition.

RUFUS J. DELANO.

DECEMBER 19TH. Resolutions of respect to the memory of Rufus J. Delano, prepared by a committee consisting of Messrs. R. F. Walker, L. B. Brinson, Edward M. Flesh, John Thyson and T. H. Francis, were adopted by the Board.

GEO. A. MADILL.

DECEMBER 19TH. Resolutions of respect to the memory of Geo. A. Madill, prepared by a committee consisting of Messrs. E. O. Stanard, B. B. Graham, Walker Hill, Breckinridge Jones and L. D. Dozier, were adopted by the Board.

DELEGATES NATIONAL BOARD OF TRADE.

DECEMBER 19TH. The Board appointed the following delegates to represent the Merchants' Exchange of St. Louis at the meeting of the

National Board of Trade, to be held in Washington on January 21st, next: Messrs. E. O. Stanard, Charles Parsons, O. L. Whitelaw, Wm. P. Kennett and S. W. Cobb.

The Exchange was closed on the following days:

January 1st,	New Year's Day.
February 2nd,	Funeral of Queen Victoria.
February 12th,	Lincoln's Birthday.
February 22nd,	Washington's Birthday.
April 2nd,	City Election.
April 5th,	Good Friday.
May 30th,	Memorial Day.
July 4th,	Independence Day.
August 31st,	
September 2nd,	Labor Day.
September 14th,	Death of President McKinley.
September 19th,	Furneral of President McKinley.
October 10th,	St. Louis Fair Day.
November 28th,	Thanksgiving Day.
December 24th,	Day before Christmas.
December 25th,	Christmas Day.

## REPORT OF ST. LOUIS TRAFFIC BUREAU.

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BY E. S. THOMPSON, Commissioner.

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JANUARY 4TH, 1902.

*Board of Managers, St. Louis Traffic Bureau.*

GENTLEMEN—Under your able direction, the work of the Traffic Bureau for 1901 has brought beneficial results, in the removal of many discriminations and a more favorable adjustment of rates for this market, which have proven profitable to our members.

The reduction in rates which was made on classes and commodities to points on the St. Louis & San Francisco and St. Louis, Iron Mountain & Southern Railroads, in Missouri and Arkansas; the reduction in the St. Louis-Memphis differential on Grain and Grain Products to certain Mississippi Valley Territory, as well as changes in the classification, with other changes of interest, have all been given to the members by circulars issued from this office.

The time of one person has been taken up the past year in giving information to members, such as the quotation of comparative rates on Grain and Merchandise; the compilation of comparative rates for our manufacturers of Soap, Coffins, Paint, etc. The increase in the number of requests of this nature shows that many of our members are acquainted with the value of this feature of the Bureau, in helping them to extend their trade.

The Traffic Bureau has been represented at a number of important conferences of railroad officials, and the changes which were needed for the Grain trade and the merchants explained to them in detail. In addition to this, the various lines have been made acquainted with the difficulties our members find in extending their trade into territory reached by their individual roads.

A number of investigations of poor freight service from St. Louis have been made, with beneficial results, but much more could be accomplished if members would give specific reference to the shipments complained of.

I attach hereto a list of circulars issued by this office, showing the results of our work and other information of value to our members.

### LIST OF CIRCULARS ISSUED IN 1901.

New merchandise rates to points on the Cairo division of the C., C., C. & St. L. Ry.

Rates on merchandise to new towns on the B., E. & S. W. and St. L. & S. F. Rys.

Business to Santiago and Cienfuegos, Cuba, and the rate conditions governing them.

Rates to landings on the Tennessee River, to and including Chattanooga.

New rates on merchandise from St. Louis, Cairo, Memphis, New Orleans and Kansas City to Arkansas common points.

New rates to points on the C., O. & G. Ry. in Arkansas.

Notice of meeting of Western Classification Committee on May 14th, 1901.

Rates to new towns on the St. Louis & Northern Arkansas Railroad.

List of petitions for changes in the Western Classification.

Reductions in rates on iron articles to points on the St. L. & S. F. R. R. in Arkansas.

Supplementary list of petitions for changes in the Western Classification.

Rates on merchandise to new towns on the St. L., K. C. & Colo. R. R.

Reductions in rates on boots and shoes, saddletrees, material, etc., between East St. Louis and Chicago.

Changes authorized at meeting of Western Classification Committee.

Reduction in rates to local points on the Frisco in the Indian Territory.

Merchandise rates to points on the Frisco System between Springfield and Memphis.

Merchandise rates to points on the St. L., I. M. & S. Ry. in Arkansas.

Compare Rate Sheet showing class rates from St. Louis, East St. Louis, Chicago, New York and interior jobbing towns to all points in Illinois.

Notice of meeting, Western Classification Committee, in St. Louis, January 14th, 1902.

New rates to points in Oklahoma and Indian Territory, with advances made.

Comparative Rate Sheet showing rates from St. Louis, Memphis, Louisville, Cincinnati and New York to principal points in Tennessee.

List of petitions for changes in the Western Classification.

Rates on grain and grain products to points on the Mobile & Ohio R. R.

Rates on grain and grain products to points on the Illinois Central in Tennessee and Mississippi.

Reconsignment of grain, grain products and hay to the Southeast.

Advance in rates on grain and grain products to points south of Cairo on the Mobile & Ohio Railroad.

Rates on grain and grain products to junction points in Mississippi.

Rates on grain and grain products to local points on the Illinois Central Railroad south of Cairo.

Change in rates on grain and grain products to local points on the Illinois Central Railroad south of Grenada, Miss.

New East-bound rates on grain and grain products.

Rates on grain from all points in Oklahoma and Indian Territories to St. Louis, Galveston, Kansas City and Memphis.

Reductions in rates on wheat from points on the Frisco in Oklahoma.

Reductions in rates on wheat from points on the C., O. & G. R. R. in Oklahoma.

**Proportional rates on grain and grain products to common points in Arkansas and Louisiana.**

**Proportional rates on grain from points on the C., R. I. & P. Ry. to Ft. Worth, Tex.**

**Rates on grain from all points in Iowa to St. Louis, Chicago, St. Paul and Kansas City.**

**East-bound rates on grain and grain products.**

**Rates on grain from all points in Kansas to St. Louis, Galveston, Kansas City and Memphis.**

**New proportional rates on grain and feed to points in Texas.**

**Reconsignment of grain and grain products to points in Texas.**

**Advance in rates on grain and grain products to Tennessee and Mississippi junctions.**

**Reduction in rates on corn and oats from Illinois and Iowa to points in Texas.**

## ST. LOUIS IN 1900 AND 1901.

	1900.	1901.
Area, square miles.....	62½	62½
Population.....	575,238	600,000
Real Estate and personal, assessed value.....	\$880,779,280	\$394,722,700
Bonded debt.....	\$18,916,278	\$18,916,278
Houses erected, number, 2,059 in 1900; 3,722 in 1901; cost.....	\$7,750,000	\$13,207,991
River front, miles.....	.19	.19
Public parks, number, 18, acres.....	2,125	2,125
Paved streets, miles, 445½; cost.....	\$26,250,000	\$27,000,000
Paved alleys, miles.....	110	115
Sewers, miles, 507½; cost.....	\$11,592,800	11,651,075
Conduits for under-ground wires, miles.....	186	141
Water supply, capacity gallons per day.....	100,000,000	100,000,000
Water supply, average daily consumption.....	.....	65,891,086
Receipts from water licenses.....	\$1,591,062	\$1,712,986
Public Schools, number, 188; Teachers, 1,751; Scholars, 1901, 82,712; cost.....	\$5,500,000	\$5,887,850
New Union Station, covers acres.....	11	11
Railroad lines terminating in St. Louis.....	24	23
Street Railroads, miles single track.....	465	451
Passengers carried.....	106,953,411	132,943,251
Revenue of the City from taxation.....	\$5,557,401	\$5,706,811
Death rate per thousand.....	16.5	17.66
Post Office, cash receipts.....	\$2,081,664	\$2,240,429
Post Office, Pieces of Mail originating in St. Louis.....	225,085,670	245,784,171
Tonnage, Total tons received.....	15,887,451	17,896,328
Tonnage, Total tons shipped.....	9,425,889	10,862,336
Manufactures, product, estimated.....	\$340,000,000	\$350,000,000
Bank clearings.....	\$1,688,849,494	\$2,270,680,216
Bank and Trust Companies, capital and surplus.....	\$42,785,537	\$59,337,970
Tobacco, manufactured, pounds.....	76,170,~50	80,766,883
Breweries, output, gallons.....	70,791,693	78,050,402
Grain, receipts, bushels.....	61,144,804	60,059,798
Flour manufactured, barrels.....	1,346,059	1,505,234
Public Elevators, 8; capacity, bushels.....	8,700,000	7,000,000
Private Elevators, 14; capacity, bushels.....	1,955,000	2,905,000
Lead received, pigs.....	1,577,443	1,800,235
Zinc and Spelter, slabs.....	979,080	2,023,395
Cattle received, number.....	795,800	969,881
Hogs received, number.....	2,156,972	2,236,945
Sheep received, number.....	434,133	534,115
Horses and Mules received, number.....	169,082	149,716
Cotton, receipts, bales.....	1,011,587	913,328
Coal (all kinds) received, tons.....	4,360,299	4,902,713
Dry Goods, Notions, and kindred lines.....Sales.....	\$80,000,000	\$100,000,000
Groceries and kindred lines.....	\$70,000,000	\$85,000,000
Boots and Shoes.....	\$37,500,000	\$43,500,000
Tobacco and Cigars.....	\$40,000,000	\$45,000,000
Hardware, shelf and heavy.....	\$31,500,000	\$37,500,000
Woodenware.....	\$8,500,000	10,000,000
Lumber.....	\$22,000,000	\$25,000,000
Candles.....	\$3,750,000	\$4,500,000
Beer.....	\$16,000,000	\$17,624,285
Clothing.....	\$3,500,000	\$7,000,000
Furniture and kindred lines.....	\$36,000,000	\$33,000,000
Stoves and Ranges.....	\$2,500,000	\$5,000,000
Agricultural Machinery and Vehicles.....	\$18,000,000	\$21,500,000
Iron and Steel and Wagon Material.....	\$12,500,000	\$15,000,000
Electrical Machinery, Goods and Supplies.....	\$23,000,000	\$25,000,000
Paints and Paint Oils.....	\$6,000,000	\$7,000,000
Saddlery and Harness.....	\$5,000,000	\$5,500,000
Hats, Caps and Gloves.....	\$4,500,000	\$7,500,000
Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals.....Sales.....	\$35,000,000	\$40,000,000
Glass, Glassware and Queensware.....	\$5,500,000	\$5,500,000
Brick, Terra Cotta and Clay products.....	\$4,000,000	\$4,000,000
Wool, receipts, 17,000,790 lbs. 1900; 25,877,110 lbs. 1901; value.....	\$7,000,000	\$10,500,000

## REVIEW.

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The City of St. Louis during 1901, received its full share of the industrial prosperity of the country. In every line of business and manufacture the reports show decided gains with bright prospects for the coming year.

Business prosperity is reflected in the increase of buildings erected both for business and manufacturing as well as residence purposes. The value of building permits issued in 1901, aggregated \$13,207,991, while those for the previous year were \$5,916,984. During the last half of the year few dwellings were for rent and parties seeking a home found great difficulty in securing a desirable residence, indicating an increase in population greater than the increase in building.

The same was true as regards business structures. Although a large number of commodious warehouses and stores were erected, they were occupied as soon as completed and new firms coming to the city had difficulty in finding suitable accommodations.

The fact that a great World's Fair is to be held in St. Louis in 1903, drew the attention of the country to this city and numerous inquiries were received in regard to the facilities for manufacturing plants and for wholesale business. A number of establishments removed to St. Louis from other cities, among which were a new department store from Richmond, Ind., a clothing house from Nashville, Tenn., a furnishing goods establishment from Cincinnati, a woolen mills firm from Kentucky, while a galvanized iron wire factory was erected in North St. Louis and plans were made for a Portland cement plant, and steps were taken late in the year looking to the establishment of a large underwear factory now located in the East.

The manufacturing industries were very active during the year and many factories enlarged and others projected. While there is no report upon which to base an estimate of the product it is safe to say that the amount of output will be between \$350,000,000 and \$400,000,000. With plenty of the raw material at hand, with cheap coal and unsurpassed facilities for distribution in all directions, St. Louis offers many inducements for additional manufacturing establishments.

Probably there was no one factor indicating more forcibly the condition of trade than the clearings of the banks. These show a most satisfactory increase, being for the year \$2,270,680,216 as against \$1,688,849,494 in 1900, an increase equal to nearly 35%.

The banking capital has been increased during the year by the establishment of several new trust companies, making the banking capital and surplus at the close of the year \$59,337,970.



There was great activity in local stocks and bonds, the high prices realized showing the strength and prosperity of all our financial institutions.

The post office returns reflect also with great accuracy the volume of business transacted. The cash receipts of the St. Louis Post Office for the year were \$2,240,429.72, being an increase of \$208,764.95 over the previous year.

The internal revenue receipts also give a clear indication of manufacturing activity. The revenue for the year ending June 30th was about \$16,000,000, making this the 4th city in volume of revenue collections.

The large increase in volume of business is very forcibly illustrated in the amount of tonnage received and forwarded which includes all kinds of freight, both local and through.

The total tonnage handled in and out during the year was 28,758,664 tons as compared with 25,313,340 tons in 1900, an increase of  $13\frac{6}{10}\%$ . The local tonnage received, exclusive of coal which is practically all local, was 7,970,262 tons against 6,573,975 tons last year, a gain of over 20%, showing the increased business of the city. The receipts of coal were 4,902,713 tons as compared with 4,360,299 tons the previous year.

In the lines of business transacted on the floor of the Merchants' Exchange the year was most satisfactory. Although there was a decrease of 18% or nearly five million bushels in receipts of corn, owing to the drought of the past summer, the aggregate receipts of grain show a loss of only 1,085,007 bushels, the receipts of other grains having exceeded the previous year. If the receipts of flour reduced to wheat, are included the receipts of 1901 would be 69,827,264 bushels as against 69,555,619 bushels in 1900, a most satisfactory showing. The flour trade also made a good record, there being an increase in both the amount manufactured by city mills and the receipts from country points. In many other articles, notably in provisions, hay, tobacco, lead, live stock and wool, the amount handled was greater than heretofore.

In speculative lines there was a larger and more satisfactory business than for several years, there being an active market most of the year.

In the various jobbing lines comes the same unanimity of reports—enlarged business and satisfactory results.

A review of the dry goods trade in the City of St. Louis for the year 1901, would be a in large measure to repeat the record for the year 1900 and the previous years. The extraordinary increase of this branch of commerce of the City of St. Louis in the past decade has been fully maintained the past year. The dry goods trade of St. Louis not only retained the increases recorded in previous years but largely added thereto, every establishment finding it necessary to add to its capacity for handling the business offered.

The increase in the sales of dry goods, furnishing goods, notions, silks, millinery and kindred lines for the year 1901, is between 25% and 30% over that of 1900, making the sum total well over \$100,000,000, notwithstanding that values for 1901 were on a slightly lower level than for the year 1900.

This remarkable growth of the wholesale dry goods trade of St. Louis is attained without adding thereto the volume of the smaller retail distributors of dry goods, except in so far as their purchases swell the sales of the wholesale establishments.

The new territory gained during the past years has not only been retained, but the volume of trade has also been increased.

The remarkable growth of the dry goods trade of St. Louis has become its best argument for retaining the old business and securing new trade in sections that have been doing business in other jobbing centers.

In no line has there been more marked advance than in the manufacture and distribution of shoes. St. Louis now holds at least second place in the manufacture of shoes and is the largest jobber west of the Alleghenys.

During the past year new factories have been erected, and old ones enlarged and the output is at least 30% greater than last year, while the total sales have increased from \$37,500,000 in 1900, to \$43,500,000 in 1901. A more detailed statement of the shoe trade will be found on another page.

The remarkable growth of the hardware business for several years has continued during the past year, and there has been a very considerable increase in the volume of sales. The business of the year of shelf hardware and kindred goods was fully \$25,000,000 and if to this is added heavy hardware, and the larger retail houses are included, the total hardware sales may be fixed at \$37,000,000.

The jobbing hat interests have kept pace with other lines and reports show an increase of nearly or quite 25% with sales aggregating \$7,500,000 for the year.

St. Louis has made rapid progress in the clothing trade and nearly all sold is made in St. Louis; the business is growing year by year. Reliable reports give the output for the year at \$7,000,000.

In groceries, reports show an increase of 20% to 25%. This was not on account of advance in value as some of the staple goods were sold at lower prices than the previous year, but was a legitimate increase in business. The volume of sales may be stated at \$85,000,000. A more comprehensive statement of the grocery trade will be found on another page.

St. Louis has always been prominent in the saddlery trade, and the past year was no exception. The business increased very largely the first half of the year, but fell off the latter part, but for the whole season the increase was perhaps 10%, making the total output \$5,500,000.

A decided increase is reported in the trade in iron, steel and kindred material, including architectural iron, bridge material and other forms of iron used in construction—the total output would reach \$15,000,000.

In stoves and ranges the position of this city as the leading stove market in the country has been well maintained. The advance made in production was at least 12½% with total sales at \$5,000,000.

Reports from the paint oil trade give the total output at \$7,000,000, an increase of 16⅔% over 1900. This city is becoming more and more of a paint center every year.

In drugs and proprietary medicines, St. Louis still holds the first place in the west. The business is increasing yearly and a larger territory is being covered. The sales for 1901 of drugs, chemicals, proprietary medicines and kindred lines are given at \$40,000,000.

The business in glassware, queensware and goods pertaining to that line is making great progress, and it is stated that American-made goods are taking the place of imported wares very rapidly. A new feature of the trade was the establishment during the year of a plant for the production of fine cut glass, an industry heretofore unknown in St. Louis. The sales of queensware houses approximated \$2,500,000, and if to this is added the sales of plate and window glass and other glass productions, the total would reach \$5,500,000.

It is a well-known fact that in the manufacture of tobacco St. Louis leads the world, manufacturing at least 25% of the output of the country. The amount increases year by year and for 1901 was 80,766,883 pounds against 76,170,850 pounds in 1900. The sales of tobacco and cigars were \$40,000,000.

St. Louis is the largest manufacturer of both railroad and street cars in the country. All the plants were fully engaged during the entire year. Street cars are shipped to all points of the world and it is estimated that 3,000 cars are made annually, valued at \$12,000,000 to \$15,000,00.

The brewery interests is one of the most prominent of St. Louis industries. It is estimated that \$35,000,000 capital is invested in the business and the product is sold in every country on the globe. The amount manufactured during the past year was 78,050,402 gallons, valued at \$17,624,285.

The cotton trade of St. Louis is an important one and adds much to the business of the city. During the cotton year, ending August 31, 1901, the gross receipts were 973,497 bales, of which the local receipts handled by our factors were 239,628 bales, representing a value of over \$10,000,000.

In many additional lines and in fact in every line of trade in the city there was an increased and satisfactory business, and the future is bright and hopeful. Our people are energetic, active and progressive and are making every effort to increase the trade and commerce of the city, to re-construct its streets, perfect its sanitary condition, beautify its surroundings and to make the city an object lesson to the millions of people who will visit it and its great Fair in 1903.

## THE WORLD'S FAIR, ST. LOUIS.

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### CELEBRATING THE CENTENNIAL OF THE PURCHASE OF THE LOUISIANA TERRITORY, 1803.

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By WALTER B. STEVENS, Secretary Louisiana Purchase Exposition Company.

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One year ago the Louisiana Purchase Exposition was in the realm of suggestion. National authority for it waited upon Congress. Legislation by State and Municipal Assembly to make effective Constitutional Amendments, authorizing financial support was prospective. At the beginning of 1901 subscriptions to the capital stock were not complete. There was no World's Fair Company, only a provisional committee. The whole enterprise was in the preliminary organization stage.

It seems hardly credible that a twelve month has covered the necessary enactments by Congress, the State Legislature, and the Municipal Assembly; has brought to pass the organization of the company; has accomplished the selection and grading of the site; the appointment of the executive heads, the completion of plans for exhibit palaces, the letting of many contracts and the performance of much physical work.

Less than nine months ago controversy was waging on the question of location. Public sentiment was divided. Partisans argued long and well for their respective choices. In the light of progress it does not now seem as if any other place than Forest Park could have been seriously considered. One element of doubt, if not of positive antagonism, regarding the occupation of the park, was based on apprehension that Washington University in its new environment might suffer from this close proximity to the Exposition. But with the hearty concurrence of the university trustees the great stretch of campus and all the model buildings have become a part of the World's Fair. By the stroke of the pen the 110 acres of the university have been added to the 668 acres of the park site. The great granite front of the university quadrangle, overlooking eastward the park, has become the Administration Building for the Fair, and is being occupied by the official staffs. The calendar of successive steps toward realization is without precedent in Exposition evolution.

In January the raising of five millions of dollars in popular subscriptions was completed.

February brought the Legislative enactments by State and City, contributing one million of dollars by the former and five million of dollars by the latter to the Exposition.

March placed the seal of National approval and authority by Act of Congress appropriating five millions of dollars and providing for the National Commission, which the President of the United States promptly appointed.

Thus the first quarter of the year carried the enterprise to the assurance of financial success, and to official recognition by the Nation.

In April the local company was incorporated with the election of 93 directors.

May witnessed the organization through the selection of officers, and the beginning of work along many lines through committees of directors. Public interest culminated in the tender by the city of any of the parks for the site.

In June, after an exhaustive investigation and protracted hearings, the western half of Forest Park, heavily wooded, diversified in topography, situated in the western part of this oval-shaped city, was chosen as the location, contiguous territory to be added as found necessary.

The second quarter of the year brought the project through the stage of organization and to the initiation of physical work.

In July a commission of nine firms of architects, the most eminent in the land, representing half a dozen cities, was organized. To this commission was given the task of planning the exhibit palaces and their arrangement on the grounds.

August produced results in the adoption of the comprehensive designs for the improvement of the site and for the group of main exhibit palaces. The Board of Directors appropriated five millions of dollars for the commencement of construction.

In September, the President of the United States, upon the progress certified by the National Commission, issued a proclamation officially declaring the Exposition fully provided for, and inviting all the nations of the earth to participate. Official notices went forth to every capital on the globe.

The third quarter advanced the Exposition to its international position.

October brought development of the executive forces, with provision for four grand divisions, to be presided over by officials designated as Director of Exhibits, Director of Works, Director of Exploitation and Director of Concessions and Admissions. Two of these places were at once formally filled.

With November came the fruition of carefully conducted negotiations in the addition of the 110 acres of Washington University campus and of the one million, five hundred thousand dollars in practically completed buildings to the World's Fair site. Upon the perfected plans for the eight main exhibit palaces the Directors and the National Commission placed approval.

December found the wilderness of forest transformed into building sites with grading under way; the contract for enclosure let; the plan for an elaborate sewer system completed and the contract given. On the 20th of

the month, the anniversary of the transfer of the Purchase to American sovereignty, ground was broken on the site with formal and impressive ceremonies.

Countless minor details have been put behind.

Day by day the progress of the Louisiana Purchase Exposition might be noted. The twenty-three thousand subscribers have paid two assessments, 30%, on the \$5,000,000 stock. The City of St. Louis has prepared the issue of \$5,000,000 of bonds. Chiefs of Departments, under the four Directors of Divisions, have been named. The best Exposition talent of the whole country has been drawn upon. The classification divided into fifteen departments, 144 groups, and 807 classes, has received final approval and has been sent out to thousands of intending exhibitors. Rules and regulations, abounding in details of official information, have been promulgated. Acceptances to the invitation of the President of the United States have been received from fully one-half the nations of the earth, with indications justifying the hope of a Universal Exposition.

But it takes more than money, more than organization, more than construction to make an Exposition. More than all these, the Louisiana Purchase Exposition will have. Its distinctive character is already casting shadows before.

By the Centennial, at Philadelphia, manufacturing industry in the United States was given a tremendous impetus, which has had far-reaching and continuing effect upon the National development.

Through the World's Columbian Exposition, at Chicago, the artistic sense of the American people was aroused and encouraged mightily.

What shall be the genius of the Louisiana Purchase Exposition? Ten years ago an independent department of education had no place in a World's Fair. Educational exhibits were classed in a group and were displayed in a gallery corner of a main exhibit building.

In the classification adopted and promulgated for the Louisiana Purchase Exposition, education is Department A on an alphabetical list which ends with P—Physical Culture.

"Sound mind in healthy body!" The Latin sequence is observed in the scope of the Louisiana Purchase Exposition.

Eight groups and twenty-six classes go to make up this foremost of the departments of the Louisiana Purchase Exposition. At Paris the educational exhibits made by the United States in 1900 were the wonder of all other nations. At St. Louis, American educational methods will be elaborated on a much more impressive plan. The chief of this department was nominated by twenty-five of the foremost educators of the land, a committee of college presidents and teachers chosen by the National Educational Association. Education will have its own palace of exhibits—one of the most imposing of the main buildings, most centrally located, and offering several acres of floor space for display.

A second building, designed in its interior arrangements for the purpose, will house a series of international congresses upon science, literature and

art. These congresses will constitute an independent department with its own organization, but supplementary to the general motive which ranks education as broadest of the Exposition's purposes.

Art is Department B in the classification, to be housed in a building for which one million of dollars has been set apart. And art will mean something more than wall space with pictures. The inspiration of the educational plan again finds its expression in this department. For the first time in an international exposition special galleries will be provided for models of buildings, sculptural decorations, mural paintings, wood carvings and decorative details. The classification of this department is upon a plan much more comprehensive than heretofore. The Exposition buildings and their decorations will be recognized as exhibits of the Art Department, entered for such awards as may be conferred.

One more feature, as indicative of this dominating characteristic of the Louisiana Purchase Exposition, educational in the best sense, may be mentioned. For the first time in exposition history, social economy is magnified into one of the great departments. In this department twentieth century reform ideas and suggestions will be given full opportunity. Thirteen groups and fifty-seven classes are comprised under social economy. Among the groups are municipal improvement, public health, charities and corrections, general betterment movements, the liquor question, the housing of the working classes, provident institutions, methods of industrial remuneration, organization of industrial workers, State regulation of industry and labor.

Liberal arts and manufactures are not combined as heretofore, but are made separate and distinct departments, each with its chief. Three buildings will be provided. One of the three buildings will cover fourteen and another seven acres of space. Under liberal arts the Louisiana Purchase Exposition will classify appliances and general processes which belong to literature, science and art. Under manufactures will be grouped the articles of necessity, utility and luxury. Textiles will constitute a section in a separate building. Machinery will be a department independent of liberal arts and manufactures. In four great groups will be shown steam engines, motors, general machinery and machine tools. The department of electricity will present the approved types of dynamos and motors, the newest ideas in telegraphy and telephony, the systems of electric lighting, the uses of the current in all of the latest forms.

In the department of transportation this Exposition will do more than include exhibits of vehicles past and present. It will explore the future. It will endeavor to stimulate, by holding out great inducements, practical results in aerial navigation far beyond anything the world has yet known. There will be a small fortune for the inventor who presents a solution of the great problem in aerostatics. A tournament with from \$100,000 to \$200,000 in prizes will bring together, in competition, the aeronauts of the world.

Agriculture will be housed in the greatest of the exhibit buildings, perhaps the largest exposition building ever erected. In this department,



live stock, bee culture, dairying and special crop growing, farm engineering, farm buildings and farm transportation, will constitute important groups. Food and food products and all the appliances pertaining to them will receive exhaustive attention.

Horticulture, often classed as part of agriculture by experts in exposition work, is made a department of itself in the Louisiana Purchase classification. Under this head will be classed viticulture, pomology, arboriculture and floriculture.

Forestry is also a distinct department. Forest products, an industry which stood for nine hundred millions of dollars in the United States in 1900, will be given such an opportunity as never before conceded.

In mines and metallurgy it is the purpose to show not only the minerals but the successive steps which make those minerals useful. Processes from mining the ore through the metallurgical stages to the finished product will be in operation.

In the department of fish and game are comprised groups of hunting and fishing equipment and products.

For the department of anthropology, to illustrate prehistoric man, there is in contemplation a reproduction of the famous ruins of Mitla of Southern Mexico.

Social Economy will be distinguished as one of the great departments of this Exposition. Social economic exhibits have been receiving increasing recognition in Expositions, but have never before been accorded a separate department and building.

A Washington University structure, containing a number of halls, will be erected and specially adapted to International Congresses.

In an amphitheatre and upon an athletic field will be conducted, under a chief of physical culture, games, tournaments and sports, the series of programmes occupying the Exposition period.

The Louisiana Purchase Exposition was not actually assured until Congress, on the 3rd of March, 1901, passed the Act conferring government sanction, and making the government a third partner in the capital of \$15,000,000 to be expended.

States and Territorial Legislatures, then in session, followed with surprising promptness, making appropriations and providing for commissions to represent their interests at the Exposition. Missouri leads in the list of States with \$1,000,000, Illinois is second with \$250,000. In some States where Legislatures have not been in session since the Exposition was made a certainty, commissions have been named by the governors, and movements to insure participation through voluntary contributions have been inaugurated. In the ten months which have elapsed since action at Washington favorable steps have been taken formally in more than half of the States.

A feature which will be among the most interesting, and which will distinguish the Louisiana Purchase Exposition from all former Expositions, will be participation by the Islands of the United States. Hawaii, Porto



Rico and the Philippines, not to mention those smaller islands, Guam and Tutuila, over which the American flag now floats, will occupy no inconsiderable space.

Such progress in preparations as has characterized 1901 could have been achieved only with zealous co-operation of a united community. An antagonistic, aggressive minority might have caused delay. How thoroughly and heartily the City of St. Louis is committed to the success of this great enterprise was shown in an election, held in October, to amend the city charter. The amendments, if not vital, had a most important relation to the Fair. They were framed to give boulevards, sewer extension, street pavement and other municipal betterments on such a scale as to make a new St. Louis. They were designed to warrant the expenditure of ten millions of dollars in improvements. They were adopted by a marvelous majority. Almost five-sixths of the votes cast were affirmative.

This record of twelve months' progress toward a World's Fair made by the Company, by the City of St. Louis, by the fourteen States and Territories of the Louisiana Purchase, by the Nation, by the world, has no parallel precedent in the history of Expositions.

## FINANCIAL REVIEW.

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By T. A. STODDART, Manager of the St. Louis Clearing House.

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Upon an examination of the subjoined statement, it will be seen that the year 1901 has broken all previous records of transactions in local financial circles, the increase in capitalization is a remarkable feature, added to which is a large increase of deposits.

The banks and trust companies distribution of liberal dividends to share holders is evidence that the business of the year has proven profitable.

The daily clearings for the year show a steady gain over corresponding dates of all previous years.

In comparison with the total for the year 1900, which was the former record year, when the aggregate was \$1,688,849,494, the year 1901 foots up \$2,270,680,216, an excess of \$581,830,722 nearly 35%.

Between the years 1872 and 1901 a large increase in the volume of business is shown.

In 1872 there were 58 banks with capital and surplus of \$20,196,098. Clearings for the year \$494,535,276. In 1901 there were 30 banks and trust companies with capital and surplus of \$59,337,970. Clearings for the year \$2,270,680,216.

The comparative figures of the nineteen banks and eight trust companies between December, 1900, and December, 1901, is as follows:

	Dec., 1900.	Dec., 1901.	Increase.
<b>NINETEEN BANKS—</b>			
Capital and Surplus.....	\$ 27,222,878	\$ 30,059,963	\$ 2,837,085
Deposits.....	120,947,932	139,749,918	18,801,986
Loans .....	85,960,533	106,474,624	20,514,091
Cash.....	47,270,554	48,622,745	1,352,191
<b>Total Resources.....</b>	<b>\$156,698,408</b>	<b>\$180,877,716</b>	<b>\$ 24,179,308</b>
<b>EIGHT TRUST COMPANIES—</b>			
Capital and Surplus.....	15,062,660	29,278,007	14,215,347
Deposits.....	85,106,580	54,122,873	19,016,293
Loans .....	29,756,435	50,201,026	20,444,591
Cash.....	10,373,521	13,468,696	3,095,174
<b>Total Resources.....</b>	<b>\$ 50,169,240</b>	<b>\$ 83,400,880</b>	<b>\$ 33,231,640</b>
<b>COMBINATION OF BANKS AND TRUST COMPANIES—</b>			
Capital and Surplus.....	\$ 42,285,539	\$ 59,337,970	\$ 17,052,432
Deposits.....	156,054,512	193,872,791	37,818,279
Loans .....	115,716,968	156,675,650	40,958,682
Cash.....	57,644,075	62,091,440	4,447,365
<b>Total Resources.....</b>	<b>\$206,867,648</b>	<b>\$264,278,596</b>	<b>\$ 57,410,948</b>

## TRADE AND COMMERCE OF

COMPARATIVE CONDENSED STATEMENTS OF NATIONAL AND STATE  
BANKS OF THE CITY OF ST. LOUIS.

	December 1900.	December 1901.	Increase.	Decrease.
<b>RESOURCES—</b>				
Loans.....	\$ 85,960,538 83	\$106,474,628 57	\$ 20,514,090 24	\$.....
Bonds and Stocks....	21,852,710 41	24,271,710 81	2,918,499 90	.....
Real Estate.....	2,114,610 21	1,509,187 63	.....	605,472 56
Cash and Exchange..	47,270,554 85	48,622,744 78	1,352,190 48	.....
<b>Total 19 Banks ...</b>	<b>\$156,698,408 80</b>	<b>\$180,877,716 31</b>	<b>\$ 24,784,780 57</b>	<b>\$ 605,472 56</b>
<b>LIABILITIES—</b>				
Capital.....	\$ 16,900,000 00	\$ 17,900,000 00	\$ 1,000,000 00	.....
Surplus.....	10,822,878 48	12,159,983 04	1,337,084 56	.....
Circulation.....	8,527,597 50	11,067,885 00	2,540,287 50	.....
Deposits.....	120,947,932 82	139,749,918 27	18,801,985 95	.....
<b>Total 19 Banks ...</b>	<b>\$156,698,408 80</b>	<b>\$180,877,716 81</b>	<b>\$ 24,179,808 01</b>	<b>.....</b>

## COMPARATIVE CONDENSED STATEMENTS OF EIGHT TRUST COMPANIES.

	December 1900.	December 1901.	Increase.
<b>RESOURCES—</b>			
Loans.....	\$ 29,756,455 01	\$ 50,201,025 91	\$ 20,444,590 90
Bonds and Stocks.....	9,046,074 14	17,809,170 21	8,763,096 07
Real Estate and Fixtures.....	998,209 98	1,921,989 85	923,779 87
Cash and Exchange .....	10,873 521 40	18,468,694 92	8,095,173 52
<b>Total .....</b>	<b>\$ 50,169,240 53</b>	<b>\$ 83,400,880 89</b>	<b>\$ 33,231,639 86</b>
<b>LIABILITIES—</b>			
Capital.....	\$ 8,250,000 00	\$ 14,625,000 00	\$ 6,375,000 00
Surplus .....	6,812,680 50	14,658,007 87	7,845,327 37
Deposits, etc.....	35,106,580 03	54,122,873 02	19,016,292 99
<b>Total .....</b>	<b>\$ 50,169,240 53</b>	<b>\$ 83,400,880 89</b>	<b>\$ 33,231,639 86</b>

## BANKS AND TRUST COMPANIES COMBINED.

	December, 1900.	December, 1901.	Increase.
<b>RESOURCES—</b>			
Loans.....	\$ 115,716,968 34	\$ 156,675,649 48	\$ 40,958 681 14
Bonds and Stocks.....	80,898,784 55	42,060,380 52	11,681,595 97
Real Estate .....	3,107,820 19	3,481,127 00	373,306 81
Cash and Exchange.....	57,644,075 75	62,091,489 70	4,447,413 95
<b>Total .....</b>	<b>\$ 206,867,648 83</b>	<b>\$ 264,278,596 70</b>	<b>\$ 57,410,947 87</b>
<b>LIABILITIES—</b>			
Capital.....	\$ 25,150,000 00	\$ 32,525,000 00	\$ 7,375,000 00
Surplus.....	17,184,548 98	26,812,970 41	9,628,421 43
Circulation.....	8,527,597 50	11,067,885 00	2,540,287 50
Deposits.....	156,054,512 35	193,872,791 29	37,818,278 94
<b>Total.....</b>	<b>\$ 206,867,648 83</b>	<b>\$ 264,278,596 70</b>	<b>\$ 57,410,947 87</b>

STATEMENT OF CAPITAL AND SURPLUS OF NINETEEN BANKS AND  
TWELVE TRUST COMPANIES.

		TOTAL.
<b>Banks, statements appearing on preceeding pages:</b>		
Capital .....	\$ 17,900,000	
Surplus .....	12,159,983	\$ 30,059,983
<b>Trust Co.'s. statements appearing on preceding pages:</b>		
Capital .....	14,625,000	
Surplus .....	14,658,007	29,278,007
<b>Title Guarantee Trust Co., does not do a banking business:</b>		
Capital .....	1,500,000	
Surplus .....	750,000	2,250,000
<b>Colonial, commenced business January 6, 1902:</b>		
Capital .....	1,500,000	
Surplus .....	1,500,000	3,000,000
<b>In process of organization, two companies:</b>		
Capital .....	3,000,000	
Surplus .....	2,500,000	5,500,000
<b>TOTAL .....</b>		<b>\$ 70,087,970</b>

## DIVIDENDS PAID SHAREHOLDERS 1900 AND 1901.

	1900.	1901.
Banks .....	\$1,408,000 00	\$1,524,000 00
Trust Companies .....	577,000 00	1,060,000 00
	<u>\$1,985,000 00</u>	<u>\$2,584,000 00</u>

## CLEARING-HOUSE STATISTICS.

## ANNUAL CLEARINGS SINCE ORGANIZATION.

Year.	Amount.	Year.	Amount.	Year.	Amount.
1869.....	\$ 202,195,745	1890.....	\$ 711,459,489	1891.....	
1870.....	367,407,729	1891.....	862,831,830	1892.....	
1871.....	427,968,829	1892.....	863,129,287	1893.....	
1872.....	494,535,276	1893.....	870,961,545	1894.....	
1873.....	549,577,176	1894.....	765,202,177	1895.....	
1874.....	596,266,881	1895.....	759,180,425	1896.....	
1875.....	579,442,785	1896.....	810,795,062	1897.....	
1876.....	528,006,820	1897.....	894,527,781	1898.....	
1877.....	500,945,467	1898.....	900,474,878	1899.....	
1878.....	477,144,748	1899.....	967,522,629	1900.....	
1879.....	546,862,908	1900.....	1,118,578,210	1901.....	

## COMPARISON OF THE YEARS 1872 AND 1901.

	Capital and Surplus.	Clearings.
In the year 1872, there were: 41 Members of the Clearing House, and 17 Banks, clearing through members, 58 Total number of Banks .....	\$ 20,196,096	\$ 494,535,276
In the year 1901, there were: 14 Members of the Clearing House, and 16 Banks and Trust Co.'s clearing through mem- bers. 30 Total number of Banks.....	59,837,979	2,270,680,216
Increase .....	\$ 39,641,883	1,776,144,940

## CLEARING-HOUSE STATEMENT.

## BUSINESS FOR THE YEARS 1897, 1898, 1899, 1900 AND 1901.

MONTHS.	CLEARINGS.				
	1897.	1898.	1899.	1900.	1901.
January.....	\$ 113,589,826	\$ 125,625,888	\$	\$ 145,328,096	\$ 172,319,675
February.....	108,168,518	110,676,125		128,867,949	159,055,687
March.....	108,121,616	120,843,894		138,521,967	178,828,656
April.....	109,017,579	118,689,816		136,899,545	182,950,314
May.....	107,414,030	120,068,720		139,728,420	211,687,602
June.....	113,842,042	119,745,040		137,538,826	184,549,133
July.....	102,701,616	109,204,727		130,411,866	196,654,614
August.....	108,909,597	106,975,599		131,333,812	174,774,427
September.....	120,120,981	114,007,204		130,548,187	174,667,688
October.....	123,006,402	131,866,546		137,949,146	197,557,628
November.....	124,189,122	139,862,858		138,098,492	210,910,308
December.....	132,614,058	140,866,710		138,886,698	224,724,557
Aggregate....	\$1,386,788,956	\$1,455,462,062	\$1,686,349,293	\$1,686,849,494	\$2,270,680,216

**STOCKS AND INVESTMENT SECURITIES.**

By J. H. DIECKMAN, President St. Louis Stock Exchange.

Transactions on the St. Louis Stock Exchange during the year 1901 far exceed any previous yearly record, in number of shares and bonds handled and amount involved.

The Stock Exchange Records show the following totals of each class of securities traded in:

	Shares.	Value.
Bank stocks.....	23,906	\$ 5,814,154 50
Trust Co. stocks.....	66,057	17,077,735 50
Traction stocks.....	179,796	8,490,131 50
Gas & Electric Co.....	10,531	582,996 50
Insurance stocks.....	2,265	225,023 00
Mining Co. stocks.....	111,885	298,211 12
Sundry stocks.....	5,287	163,107 25
Total.....	399,727	\$32,601,359 37
	Bonds.	Value.
United Ry. 4s.. .....	\$2,535,000 00	\$ 2,284,916 70
St. Louis Brew. Assn.....	248,500 00	240,367 75
Mo. Edison 5s .....	185,000 00	127,698 50
Kinloch Tel. 6s.....	25,000 00	26,152 50
Various other bonds.....	114,150 00	119,221 75
Total . . . . .	\$3,056,650 00	\$ 2,798,357 20
A total valuation of both stocks and bonds of..		\$35,399,716 57

The market throughout the year was very active, with advancing prices from the early part of the year to its close, the closing on the last business day of the year being active and at prices almost equal to the highest of the year.

Transactions during the year were especially heavy in bank stocks, trust company stocks, and traction securities.

That St. Louis is fast growing in wealth is clearly shown in the large investment demand for municipal bonds, the underlying bonds of the United Railways Co., bank stocks, and the established trust company stocks. The first two securities named have found their way into strong boxes, and have practically disappeared from the market—the same thing is true, but not to the same extent, of bank stocks and the older trust company stocks.

Money has been in good supply at reasonable rates, enabling brokers to carry their trades with ease.

St. Louis to-day has a very much larger banking and trust company capital than Chicago, and such capital is constantly being increased by the formation of new trust companies.

Considering that the St. Louis Stock Exchange is a young institution, and that only local securities are traded in on its floor, the record made the past year is most gratifying, and will compare favorably in point of local business done with any other stock exchange in the country.

MANUFACTURING INDUSTRIES.

By TOM L. CANNON, Secretary St. Louis Manufacturers' Association.

Twenty years ago railroads, considering the question of making St. Louis basing point for shipments to and from the city, decided that the manufacturing industries of the city were not of sufficient importance to include that class of freight from this point as a point of distributien, and instead gave to New York, Boston and Philadelphia advantageous freight rates on manufactured products over this city, and gave to this city advantageous rates over those cities for the distribution of agricultural products.

The growth of the manufacturing interests of the City of St. Louis since 1880 has been phenomenal, and has thrown St. Louis from the seventh rank to at least the third in point of manufacturing output.

The story is best told by figures in tabulated form as follows:

	1880.	1890.	1900.
Number of factories.....	2,924	6,148	8,827
Number of employes .....	41,827	98,610	142,604
Amount of wages paid .....	\$ 17,743,582	\$ 53,165,242	\$ 87,033,054
Value of products at factories .....	114,833,875	228,714 317	412,716,834

This shows a tremendous growth, marvelous in every particular and profitable in every respect. These figures are made largely from statistics taken from national reports.

The City of St. Louis depends upon the territory surrounding it. That territory constitutes the Mississippi Valley. That territory is practically the garden spot of the world. Again some statistics are as follows:

In that section in 1850 the farms numbered 370,320; in 1890, 2,570,617. In 1850 the acreage of these farms was 90,013,000; in 1900 it was 370,164,321.

The improved acreage of these farms in 1850 was 26,404,000. In 1900 the improved acres had increased to 380,416,000.

In 1850 the value of those farms was \$789,482,000; in 1900, \$8,764,548,650.

In 1850 the railroad mileage was 344; in 1900, 78,648.

The manufacturing situation in this section cannot be estimated back of 1870. For that year, as compared with 1900, the following table is given:

	1870.	1900.
Number of establishments.....	51,910	96,432
Capital invested .....	\$281,126,900	\$2,118,590,460
Material used.....	\$356,161,000	\$2,841,169,400
Average number of employes....	280,943	864,910
Wages paid .....	\$ 96,822,000	\$ 502,940,000
Value of products .....	\$818,188,000	\$8,024,070,000

The figures of the Mississippi Valley, the natural territory of St. Louis, has caused the substantial prosperity of St. Louis. Based upon the progress of that section, relying upon its resources, men have invested in the City of St. Louis with the same care that they would buy bank stocks or take mortgages upon land.

There are no tremendous fortunes that have been made in manufacturing. The percentages of failures has been less than any other city, and the margin of profit upon an average has been greater.

The majority of the concerns are practically out of debt. They not only own their machinery, but they own their buildings and their land, and few of them have bonds placed upon their institutions.

The commercial paper of St. Louis always commands a premium in the market, and money at the lowest possible rate can be had upon St. Louis property.

The city is seldom convulsed by great strikes. Discontent among the workmen of the city is less in proportion to number than any other city.

There are a number of lines of industry in which St. Louis leads, not only the United States but the world — steel ranges, chemical preparations, patent medicines, shoes, street cars, beer, and various other lines that need not be enumerated.

There are a number of lines of manufactures that would pay well in St. Louis that are in their infancy, or in some instances not represented — cotton mills, plows, reapers, binders, mowers and other lines.

There is room here for several large hardware concerns, dry goods, millinery, clothing. Nearly any lines of manufactured products can be increased, and when more of any one line are established it is profitable to the new-comers, because of the constant increase of trade.

There are discriminations in this city against manufacturers that should be removed, and in time will be. There are some discriminations here that do not exist in any other city. There are also discriminations in other cities that do not exist here.

This market is growing greater every day as a distributing point. The territory surrounding it is becoming more accessible and the demands are increasing. What was formerly the great American desert is now being populated by thrifty farmers. Small towns and small cities are growing up, all to be fed from this metropolis.

One dry goods house here will take the output of an ordinary print mill; the same house will take the output of an ordinary cotton mill for sheetings and domestics.

These illustrations are but given to indicate the advisability of seeking St. Louis as a place to establish manufacturing industries.

**REAL ESTATE.**

From the Annual Report of **SIDNEY SCHIELE**, Assistant Secretary St. Louis Real Estate Exchange.

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The year 1901, from the view of the real estate agent, has been a notable one, for it has ushered in the new St. Louis era, a period which may be expected to reach its climax during the Louisiana Purchase World's Fair, two years hence. It marks the passage of the charter amendments, which, by vote of the people loosened the legislative fetters that have long bound the city and restricted its unprecedented, though not abnormal growth. It ushered in a building movement which will regenerate much of the central district. It has given to this city a new Washington University, an institution of learning ranked as the center of educational influence in the Mississippi Valley.

The largest realty transaction, financially, yet recorded, involving unimproved property was consummated late in the year in the merging of interests by which the property immediately north of Forest Park and west of De Balivier avenue is preserved perpetually as a residence subdivision.

Ground has finally been broken for the great Fair to commemorate the purchase of the vast territory out of which was carved the commonwealths of the Central West and South.

The aggregate list of transfers of real estate, that infallible barometer of business conditions, amounted to \$34,265,480, showing an increase gratifying in extent, though somewhat below the anticipations of the men identified with the handling of property. Exceeding the thirty million mark, they show indisputably the confidence which investors have in St. Louis realty and the ever-present desire to own one's home, inherent in all Americans.

St. Louis is receiving more attention at the hands of the transportation interests. Switching facilities are being enlarged, yards laid out, terminals amplified and belt lines constructed and under way to meet the need for concentration and rapid handling of freight so necessary to the manufacturer, merchant and shipper. The wholesale and jobbing interests have during the year turned their attention even more assiduously to future needs. Studying local conditions, these immense interests have, with steel, stone, brick and mortar gone westward or in other directions beyond the limits set by prophets. Washington avenue and the parallel thoroughfares have been built up west of Twelfth street. Factories have spread north of Jefferson avenue. The east end has seen grand old buildings wrecked to make room for modern ones. Enterprising manufacturers have reared plants along the Mill Creek Valley and dotted the Cupples district with establishments of industry, and warehouses for their products as far west as the city limits. Along the Mississippi River, from Baden to Carondelet, new factories, mills and plants have been put up, railroads and shippers working hand in hand. As newer manufacturing districts were opened up and older ones enlarged there has been a corresponding growth



in the residential quarters. Stores, homes for workmen and palatial residences follow in due course, all indicating a systematic and thorough movement pointing to the development of a city of one million people. St. Louis is the gateway of the southwest, and that is daily becoming more apparent.

#### TRANSFERS.

The transfers for the year 1900 aggregated \$19,211,943; those of 1901 show a splendid increase, as follows:

	Number.	Amount.
January .....	580	\$2 014 176
February .....	528	1,443,367
March .....	642	1,877,504
April.....	695	3,186,797
May.....	718	4,950,718
June.....	714	3,701,586
July.....	685	4,005,572
August .....	540	1,317,187
September.....	707	1,579,206
October.....	747	2,429,784
November.....	591	2,798,184
December .....	482	5,717,064
Totals.....	7,629	\$35,021,095

The years totals in transfers show interesting fluctuations from month to month. December, the last month of the year, has to its credit deals aggregating nearly \$5,000,000. July also passed \$4,000,000. During two other months in the first half of the year there was a recorded business in excess of \$3,000,000. Three other months foot up over \$2,000,000 each. In the preceding year only one month had over \$2,000,000 of recorded transfers. Such facts as these are eloquent of a greater revival, generally foreseen.

#### RENTING.

Renting has been unusually good. With the prosperity of recent years came a desire among the army of new tenants to occupy better and larger quarters, and removals, consequently, were many. New-comers promptly filled up the vacated houses. Where dwellings were in good repair no trouble was experienced in keeping them tenanted. The members of the Real Estate Exchange generally have depreciated raising rents except in a few cases where they were manifestly below normal prices, on the theory that it would be bad policy to let impressions get abroad that rents were being advanced because of the near proximity of the World's Fair. Rentals are governed by the law of supply and demand, and its decree have not borne harshly on any class of tenants, and they are at a figure where owning property is profitable to the investor who risks his capital for the sake of fair returns. Nevertheless, so scarce have moderate-sized dwellings become in the past three months, that hundreds of building permits have

been issued for that class of new structures. Industrial construction work is in keeping with the general activity, doubtless brought about by a wider knowledge of the advantages of St. Louis from a distributing and fuel point.

BUILDING.

Large increases are shown in the year's building permits, viz :

	No. Brick.	No. Frame.	Total Value.
January ... ..	75	92	\$1,295,218
February .....	67	96	688,644
March .....	120	126	911,888
April .....	119	125	727,522
May .....	122	136	1,296,354
June .....	117	146	1,842,104
July .....	104	139	1,498,283
August .....	106	132	785,171
September .....	88	126	542,291
October .....	147	159	1,012,819
November .....	99	143	759,801
December .....	92	88	2,350,801
Totals .....	1,258	1,508	\$13,207,991

The figures from the Building Commissioner's office show that permits for new structures the past year numbered over double those of the previous twelve months, the permits last year amounting to \$5,916,984. The advance is unprecedented in recent years. Taking the monthly totals for 1901, the top notch was reached in December, when they nearly attained the \$2,000,000 mark. In 1892, the banner year for building, the total was \$16,000,000. That year the grand total was swelled owing to the era of new office buildings which developed at that time, and which apparently has now been reinaugurated on a greater scale.

Prices for materials are higher than during the past few years, but no higher than those which prevailed in 1901, when all building records were broken, and conservative men predict that they will not be prohibitive even during the unprecedented activity which the Fair of 1903 will bring about.

ASSESSMENTS.

Property in St. Louis is usually assessed at about 60 per cent of its valuation. The comparative growth is shown by these tabulated items from the Assessor's records:

1877.....	\$160,495,000
1880... ..	181,345,000
1885.....	207,910,000
1890.....	284,827,000
1895.....	325,533,000
1897.....	338,862,000
1898.....	381,516,660
1899.....	374,508,490
1900.....	380,779,280
1901.....	394,795,700

The rate of taxation for 1901, as established by the Municipal Assembly was \$1.90 on the \$100 valuation, which is a reduction of 5 cents from the rate of the preceding year. The city in 1867, had over 27,000 taxpayers; in 1901, there were over 76,000. These "joint partners" in the municipality pay all-told taxes on a valuation of \$394,795,700, an increase in assessment over the prior year of over \$14,000,000.

#### DEEDS OF TRUST.

In the year just closing the deeds of trust amounted to:

January .....	\$1,555,075
February .....	1,451,607
March .....	1,704,048
April.....	2,339,070
May .....	8,870,631
June .....	2,357,809
*July.....	87,742,777
August.....	1,430,266
September .....	3,960,556
October.....	2,627,861
November.....	2,662,277
December (to December 27).....	1,883,498

\*In this month the bond mortgage in a railroad company deal was filed for record.

The Supreme Court of Missouri on June 22, decided the test case adverse to the Third Constitutional Amendment relating to the taxation of mortgages. This amendment, immediately after its passage, had the effect of deterring moneyed men, for a time, from investing in Missouri mortgages, and the loan business was thereby seriously interfered with, but the judicial decree has wiped out this troublesome feature.

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### THE SHOE TRADE.

From the Shoe and Leather Gazette.

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#### THE YEAR IN ST. LOUIS — THE GREATEST AND BEST OF ALL YEARS IN THE SHOE BUSINESS.

The year 1901 certainly did well by the St. Louis wholesale shoe market, and the local shoe manufacturing interests. Not one institution has made a backward step; not one has failed to make good progress forward, and to establish itself still more solidly, to extend its territory more widely, and to add to its facilities for coming business.

There has been an increase in the capital employed; in the number of firms; in the number of salesmen on the road; in the number of factories; in the number of men employed in them; in the quantity of goods turned out; in the number of new customers added; and in the grand total of

sales and shipments. No one year in the history of St. Louis has ever witnessed so general an advance, all along the line, and prospects for the future were never better.

A noticeable and most gratifying feature of the St. Louis shoe trade of 1901 was the increase in average price per pair. That is to say, there has been a general demand for better shoes, and local firms have not fallen behind the demand in their ability to supply it. The finer grades in jobbing lines have been well kept up, and local factories have turned out an unusual amount of fine goods, both men's and women's. "St. Louis made shoes" are specially advertised by a number of firms as among their best \$2.50, \$3.00 and \$3.50 goods.

The increases in the average price per pair reported by the various houses in St. Louis run from eight cents to twenty-six cents, as compared with the same averages of 1900. The percent of increase for the entire market, in price per pair, is about 12%.

In quantity the total receipts of shoes manufactured at points outside the city were practically the same as in 1900, as shown by the records of the Merchants' Exchange, but the big advance in local manufacturing, together with the increase in average price, increased largely the value of shipments. The total manufactured locally is estimated at over \$14,000,000, while the total shoe business of the city was in excess of \$43,500,000.

The capital invested in the shoe trade is about \$10,000,000, an increase of \$3,000,000 over 1900.

#### EXTENDED TERRITORY.

The year 1901 witnessed an extension of St. Louis territory in all directions. The South, Ohio and Pennsylvania, the Pacific Coast, the far Northwest, have all become of greater importance to the market, and foreign shipments have also largely increased. A number of firms have good business in Mexico, and are preparing for a more complete campaign in that direction, as well as in the West Indies and Europe. A good foundation has been laid in these localities and the trade there will be pushed.

#### PROSPECTS FOR 1902.

The prospects for 1902 are indeed flattering. That the city held its own and made large gains in spite of the drought last summer, is a matter for congratulation, and with a good crop prospect for the Middle West and South for 1902, there is certainly every reason to expect great things.

More capital stands ready to go into the business, and it is current report that at least two large new firms are to start this spring, although negotiations have not reached a point that would justify definite statements.

The facilities for trade are to be bettered, in the matter of freight arrangements and shipping points, for transportation by rail, and much is promised through government improvement of that greatest of waterways, the Mississippi. Ocean shipments via New Orleans are contemplated with the development of foreign trade.

## BOSTON SHIPMENTS.

Shipments from Boston to St. Louis do not have the relative importance they once had, with reference to the total receipts, for there are not only more shoes manufactured in St. Louis than formerly, but there are more shoes shipped in from points other than Boston. The great Lestershire works send a large quantity to the wholesale market, and Jefferson City, Jeffersonville, Hannibal, Alton, Chicago, Cincinnati, and other shoe manufacturing points have contributed an increasing quantity to the total receipts of the St. Louis market. However, the shipments from Boston, as for many years past, have a long lead over the shipments from that city to any other shoe market, as is indicated by the following table:

## SHIPMENTS OF SHOES FROM BOSTON.

To	1901.	1900.	1899.
St. Louis.....	701,983	559,086	651,714
Chicago .....	435,663	350,702	32,979
New York.....	415,137	409,650	348,536
Cincinnati.....	110,872	127,527	108,433
Baltimore.....	205,677	208,180	192,284
Philadelphia.....	175,820	185,112	178,818
Nashville .....	88,254	121,902	108,262

## ST. LOUIS IMPLEMENT AND VEHICLE TRADE IN 1901.

## From Farm Machinery.

During the year which closes to-day, the St. Louis houses, operating in agricultural implements and vehicles and articles associated with those industries, have, as a rule, enjoyed a prosperous and satisfactory business. Very few and very mild are the expressions of disappointment to be heard here and there. It is evident that in the aggregate, a pleasing and increased volume of trade has come to this city.

It was apparent early in the year that the farmers in the territory supplied by St. Louis would put in heavy crops, and when their operations actually commenced, the demand for all kinds of implements used in a preparatory way, exceeded all precedents, making the spring trade probably the most active ever experienced at this point of distribution.

Crops were making excellent progress, and there was every indication of an unprecedented yield of everything cultivated, until toward the end of June when a widespread and persistent drouth set in which involved, in a more or less damaging manner, the entire region tributary to St. Louis. Its blight fell chiefly upon the corn crop, which, in many localities, was totally ruined, while in most others it suffered severely.

The drouth had the effect of lessening the demand for those tools and machines specially used in the cultivation of corn, but on the other hand, owing to the shortage of hay, feed grinders and similar goods, as well as

corn harvesters for cutting and binding, were in remarkable demand for converting the corn plant and the stunted corn into food for stock. At one time, so great was the call for these machines that all buyers could not be accommodated. Owing to the dry and hot weather, and the consequent damage in the fields, the total inquiry for binder twine diminished materially.

Wagons and buggies were particularly active in the spring months, and virtually every dealer accumulated more orders than could be promptly shipped, and after the drouth scare died out the demand revived again, very perceptibly. A notable feature of the vehicle business in 1901 was the tendency on the part of buyers to select goods of the highest class, a fact which is viewed with much satisfaction by manufacturers and dealers, as it evinces a change of taste for the better on the part of consumers as well as an indication of their improved financial circumstances.

There was also a marked preference shown for the best quality of agricultural tools and machinery — a condition which has been rapidly developing for the past two or three years.

As to prices on implements, vehicles and accessory merchandise, the tendency was strongly upward, due to the increased cost of nearly everything entering into their composition, and advances were made and easily maintained on many articles. Viewed in entirety, therefore, the business year 1901 passes into history with a highly creditable record.

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### PAINTS, OILS AND DRUGS.

By ROBERT W. SAMPLE, Secretary St. Louis Paint, Oil and Drug Club.

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In reviewing the year 1901 in connection with the lines in which our association is interested, I find that the conditions have been almost invariably of the most flattering nature, and the reports received indicate a very healthy condition of trade.

In the drug line, the wholesale business has as a general rule been quite active, and we can consistently claim a slight advance in the general output, as compared with the sales of 1900. Prices generally have been uniform and firm throughout the whole year. At the beginning, an unusual activity occurred, which served to strengthen the prices on a number of articles, but they later receded, and on those particular items, there has consequently existed a tendency toward lower figures. Our local jobbers have all extended their operations and have been quite active throughout the season.

In linseed oil the year brought forth an unusual output. Manufacturers and dealers also found a large demand for that product, which has at times, greatly taxed the capacity of the local as well as the foreign crushers. Present conditions, considering also the rapid growth in the territory covered from St. Louis, bid fair to command a still greater increase in 1902.

The paint business, as far as local manufacturers are concerned, has been unprecedented, during the entire year. The late winter and early spring months witnessed a growth and increase not anticipated, and the succeeding months were productive of large and numerous current orders. These conditions obtained up to the extremely hot weather, but the drouth which then prevailed had a depressing effect, and the early fall business did not show the same proportion of gain as the early months of the year. There was an improvement later, however, and the remainder of the season, from the point of sales, was very satisfactory.

### THE LUMBER TRADE OF ST. LOUIS DURING 1901.

By GEO. E. WATSON, Secretary Hardwood and Lumber Manufacturer's Exchange.

Nineteen hundred and one is ended, and St. Louis has made another record for herself in that there has been such a volume to the lumber business as has never before been equalled. The actual receipts of the city almost amounted to a billion and a half feet, which are figures difficult for the ordinary mind to grasp. One railroad, the St. Louis, Iron Mountain & Southern, brought into the city 58,414 cars of lumber, which easily places it at the top of the list of lumber carrying roads. Altogether it has been a year to be proud of, but the growth of the market has been so rapid during recent years, that it can be claimed with perfect assurance, that St. Louis has not yet reached the height of her glory as a lumber market. The following figures show only eight years of this growth, being the rail receipts:

	Cars.
1901 .....	111,897
1900 .....	102,576
1899 .....	88,177
1898 .....	76,821
1897 .....	62,804
1896 .....	56,473
1895 .....	58,621
1894 .....	45,764

As it is more pronounced than ever that the trend of the lumber producer is toward the South, every indication points to a more rapid growth for this market than during former years. The geography of the situation has much to do with the prospects of the market, as the production of the Central South can find a ready market through this gateway to the North, East and West, and all sections of the country are now using Southern lumber. Realizing this, nineteen new offices for the disposal of Southern lumber were opened in St. Louis during the year, and there was not a single failure, which speaks well for the prosperity of the year. It has been a year, also, of heavy investment in the Southern country. The

St. Louis dealers have materially extended their holdings of timber lands, their mills have been improved and new ones built, their logging roads have stretched further into the timber, and they have expanded in various ways which will tend to place them in a better position than ever to extend the business of the market.

RECEIPTS AND SHIPMENTS.

Receipts by rail of this market during the past twelve months, compared with the same period of the two preceding years, were as follows:

	Cars. 1901.	Cars. 1900.	Cars. 1899.
January .....	8,888	8,819	5,156
February .....	9,118	8,547	5,122
March .....	10,987	10,226	7,056
April .....	10,347	8,501	7,771
May .....	9,685	9,447	7,719
June .....	9,236	8,671	7,827
July .....	9,223	8,368	7,278
August .....	9,191	8,804	8,505
September .....	9,254	7,830	8,804
October .....	9,804	8,158	7,881
November .....	8,476	7,126	7,781
December .....	7,738	8,079	7,782
Total .....	111,897	102,576	88,177

This shows a gain over the preceding year of 9,321 cars, and a gain over 1899 of 23,720 cars. The receipts over each railroad were as follows:

NAME OF ROAD.	Cars. 1901.	Cars. 1900.	Cars. 1899.
Chicago & Alton, (Mo. Div.) .....	62	8	25
Missouri Pacific .....	2,638	2,521	2,665
St. Louis & San Francisco .....	924	1,297	1,726
Wabash (West) .....	574	437	418
St. Louis, Kansas City & Colorado. ....	9	11	25
Missouri, Kansas & Texas .....	187	418	492
St. Louis, Southwestern .....	7,785	6,368	6,680
St. Louis Iron Mountain & Southern .....	58,414	54,819	48,759
Illinois Central .....	18,245	12,422	6,497
Louisville, Henderson & St. Louis .....	82	17	12
Southern Ry. ....	1,088	476	297
Mobile & Ohio .....	18,924	17,858	11,808
Louisville & Nashville .....	2,020	1,911	2,488
Baltimore & Ohio Southwestern .....	105	45	881
Chicago & Alton .....	888	205	184
Cleveland, Cincinnati, Chicago & St. Louis .....	159	201	86
Vandalia .....	225	215	810
Wabash (East) .....	1,294	911	1,183
Toledo, St. Louis & Western .....	124	117	648
Chicago, Peoria & St. Louis .....	1,154	524	741
Chicago, Burlington & Quincy ...	501	546	638
St. Louis, Keokuk & Northwestern .....	2,050	1,749	2,057
St. Louis, Chicago & St. Paul .....	.....	.....	18
St. Louis, Peoria & Northern .....	.....	.....	264
TOTAL .....	111,897	102,576	88,177



The report of the Harbor Commissioner, shows the following as the receipts of lumber by river, being a loss of 29,654,694 feet when compared with the preceding year:

	Feet—1901.	Feet—1900.
White Pine.....	22,481,456	88,702,760
Elm.....	280,200	887,000
Poplar.....	6,206,400	6,855,700
Cottonwood.....	16,179,000	24,287,100
Cypress.....	7,051,800	8,029,700
Sycamore.....	128,000	189,000
Ash.....	758,500	1,961,270
Oak.....	4,801,800	9,667,100
Walnut.....	82,200	65,880
Gum.....	4,572,000	6,976,000
Maple.....	60,180	1,000
Hickory.....	2,900	48,500
Cherry.....	161,200	100
Cedar.....	809,240	851,100
Mahogany.....	.....	82,000
Chestnut.....	79,000	193,000
Pecan.....	.....	16,000
Total.....	62,602,966	92,257,660

This report shows also the receipt of the following lumber commodities:

	1901.	1900.
Logs, feet.....	9,331,800	13,233,594
Shingles, pieces.....	11,198,250	17,109,250
Lath, pieces.....	12,885,550	13,503,950
Pickets, pieces.....	147,960	145,000

Figuring that an average car of lumber amounts to 12,000 feet, we have the following as the total lumber receipts of the St. Louis market:

	Feet—1901.	Fee —1900.
By Rail.....	1,842,764,000	1,280,912,000
By River.....	62,602,966	92,257,000
Logs by River.....	9,331,800	13,233,564
Total.....	1,414,698,766	1,386,402,564

This shows a gain over the proceeding year of 78,296,202 feet, and, as the receipts during 1899 aggregated 1,148,124,000 feet, a gain over that year of 276,575,456 feet.

The shipments by rail during the year were as follows:

	Cars. 1901.	Cars, 1900.	Cars. 1899.
January.....	4,718	4,482	3,283
February.....	4,900	4,887	2,658
March.....	6,296	5,548	4,112
April.....	6,552	4,954	4,657
May.....	6,482	5,187	4,688
June.....	6,295.	5,765	5,009
July.....	6,141	5,277	5,129
August.....	5,790	5,780	5,446
September.....	5,780	5,816	5,028
October.....	5,956	5,244	4,445
November.....	5,020	4,848	3,998
December.....	4,409	4,822	4,002
Total.....	68,339	61,060	52,455

This demonstrates a gain over the preceding year of 7,279 cars.

The shipments over each of the railroads were:

NAME OF ROAD.	Cars. 1901.	Cars. 1900.	Cars. 1899.
Chicago & Alton (Mo. Div.) .....	866	167	187
Missouri Pacific .....	14,199	11,794	11,630
St. Louis & San Francisco .....	478	529	517
Wabash (West) .....	4,808	4,928	4,580
St. Louis, Kansas City & Colorado .....	621	817	88
Missouri Kansas & Texas .....	1,129	486	658
St. Louis Southwestern .....	7	15	.....
St. Louis, Iron Mountain & Southern .....	226	199	878
Illinois Central .....	1,873	2,088	1,229
Louisville, Henderson & St. Louis .....	14	22	12
Louisville & Nashville .....	101	29	87
Mobile & Ohio .....	10	27	95
Southern Ry. ....	881	1,177	565
Baltimore & Ohio Southwestern .....	1,405	2,480	1,480
Chicago & Alton .....	4,007	3,184	1,680
Cleveland, Cincinnati, Chicago & St. Louis .....	2,657	2,795	1,890
Vandalia .....	5,946	6,427	5,109
Wabash (East) .....	12,899	8,197	6,496
Toledo, St. Louis & Western. . . . .	8,047	8,044	1,979
Chicago, Peoria & St. Louis .....	8,757	4,869	8,915
Chicago, Burlington & Quincy .....	4,562	4,222	8,845
St. Louis, Keokuk & Northwestern .....	5,296	4,169	4,595
St. Louis, Chicago & St. Paul .....	.....	.....	648
St. Louis, Peoria & Northern .....	.....	.....	1,547
TOTAL .....	68,839	61,060	52,455

On a basis of 12,000 feet to the car this gives the following as the total shipments:

	Feet—1901.	Feet—1900.
By rail .....	820,068,000	732,720,000
By river .....	8,133,000	2,722,000
Totals .....	824,201,000	735,442,000

The gain in shipments of 1901 over 1900 was, therefore, 88,759,000 feet, or about 12%.

The difference between the receipts and shipments gives 590,497,766 feet as the local consumption of lumber during the year, being a loss of 10,463,888 feet as compared with the preceding year. These figures give a false impression, as the consumption was undoubtedly heavier than during 1900, and the difference was probably caused by the fact that the year started in with very large stocks in the hands of all yards and factories and ended with these stocks exhausted. In the way of building, also, there was a great gain—the value of the permits exceeding those of 1900 by \$7,291,007. The coming year should be a record breaker in the building line, as the World's Fair work will begin to make a showing.

GROCERIES.

By ROBT. E. LEE, Editor Interstate Grocer.

The year 1901 in grocery circles was peculiar. It started in with normal conditions, the expectation being that there would be about as much business handled as during the previous year. About the first of the May

and from that time on until the latter part of August there was much uneasiness in the trade. The drouth, which had effected the growing crops, promised to bring disaster. It was feared that collections might go awry and that buying would be at a low ebb. This drouth was, however, the salvation of the grocery trade. It served to practically destroy all the small crops such as garden truck and those fruits which are largely used for preserving by the country house wives.

The result of this was that the farmer not only had nothing in the vegetable and fruit line to offer in his adjacent town, but he also found himself short of some provisions for his own use. The result also of this was that he was obliged to purchase heavily from his grocer. From the middle of August on to the first of January, 1902, it was not a case of "where can we sell groceries," but "where can we get groceries to sell."

In spite of this, however, grocery prices have not been high. With the exception of canned tomatoes and canned apples all other canned goods have been at about their normal figure.

For St. Louis herself it may be said that as a grocery market she has grown with a bound during the year just closed. A process of consolidation has been going on and three large houses were during the year, merged into others. This meant the handling of almost double the amount of business with half the force in all three of these cases. One new wholesale grocery house has just begun business in St. Louis, and on the whole the volume of sales is larger and the territory covered is greater than it has been in any previous year.

The statistics of receipts and shipments upon which this review is based are taken from the records of the St. Louis Merchants' Exchange.

#### SUGARS.

Receipts—	Hhds.	Bbls.	Bags.	Shipments—	Hhds.	Bbls.	Bags.
1901.....	253	465,246	534,516		313	288,737	324,008
1900.....	671	498,379	490,190		...	351,217	455,780
1899.....	597	438,735	563,405		30	348,764	555,385
1898.....	728	472,990	570,940		567	342,323	599,917

It will be noticed that there was a decrease in the number of hogshead and the number of barrels received and a great increase in the number of bags coming into the market. This is due to the fact that shipments of sugar in bags is growing more and more usual each year. The total number of pounds of sugar shipped into the market during the year was greater to a considerable extent than during the year 1900. The increased consumption in sugar in St. Louis city and the immediate territory and the fact that packages are changed in size accounts for the apparent decrease in shipments in sugar.

#### COFFEES.

Receipts—	Bags.	Pkgs.	Shipments—	Bags and Pkgs.
1901.....	374,675	133,340		508,365
1900.....	360,871	72,912		554,440
1899.....	290,700	.....		406,303
1898.....	274,228	.....		366,163

St. Louis has taken a long step forward toward becoming the principle coffee distributing market of the United States during the year 1901. Coffee no longer comes to St. Louis from or through New York. Arrangements which have been made by a number of large importing houses in this city permit of the shipment of coffees direct from the plantations in Rio and Santos to St. Louis via New Orleans and the Mississippi River. In this way the St. Louis importers save considerably on their freight charges and they get specific coffees from planters whom they know, rather than the graded goods through the New York market. St. Louis is, therefore, now shipping large quantities of green coffee to the West in a jobbing way and to some extent to points East of here. The receipt in St. Louis of whole train loads of green coffee direct from ship at New Orleans has become a regular feature of the business.

The increased receipts are shown by figures here given. It is impossible to make an estimate of the percentage of increase in shipments for the reason that St. Louis is a great coffee roasting market and the packages which go out are irregular in size.

## MOLASSES AND SYRUPS.

Receipts—	Bbls.	Kegs.	Shipments—	Bbls.	Kegs.
1901.....	54,990	1,940		133,177	43,832
1900....	30,970	680		150,406	48,726
1899.....	40,698	2,505		178,655	114,862
1898.....	28,540	1,143		121,853	113,255

It is impossible to draw deductions from the Exchange figures on receipts and shipments of molasses and syrups for the reason that St. Louis is one of the large centers in which these goods are prepared for the table, and the blending of glucose and alterations in the sizes of packages are misleading. A great change, however, has been noted in this business during the year, in that smaller packages have been given the preference over goods packed in wood. This refers to the extensive trade which has grown up for syrups in tin cans. This style of package is claimed by the large St. Louis syrup refiners to have, through its convenience and cleanliness, increased the aggregate consumption of syrups about 20%.

## RICE.

Receipts—	Bags and Bbls.	Shipments—	Bags and Bbls.
1901.....	173,530		142,947
1900.....	119,613		102,634
1899.....	163,105		112,497
1898.....	127,275		87,477

This great staple was handled more extensively in St. Louis during the past year than for a long time previous, as will be seen by the increase in receipts and shipments. The receipts were greater for the year by more than 50% than during 1900, and the shipments show an increase in packages, which includes both sacks and barrels, of about 40,000 packages.

## TEA.

There has been a considerable falling off, about 8,000 packages, in the receipts of tea during the year. This is due to the well recognized fact that the consumption of this article has dropped off. The duty on tea of 10 cents a pound has had much to do with this.

## GENERAL LINES.

An estimate made from a general observation of the market and the conditions which have existed, would show that the average increase of business on general lines of groceries for the year, has been about 15%. Much of this gain, as has been heretofore stated, was made during the last half of the year. A close estimate is however impossible as no figures on the subject are available.

# THE CITY OF ST. LOUIS.

## GROCERIES.

### RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1891.....	258	465,246	.....	584,516	313	289,787	234
1892.....	671	498,379	.....	490,190	.....	551,217	455
1893.....	697	438,785	.....	563,111	80	849,764	555
1894.....	729	472,990	.....	570,940	576	842,523	500
1895.....	1,447	497,285	.....	697,525	681	830,578	556
1896.....	1,298	448,105	.....	269,919	856	298,759	228
1897.....	8,127	419,708	.....	851,842	1,780	880,772	255
1898.....	1,979	458,459	.....	877,840	1,111	419,121	233
1899.....	2,506	458,459	.....	414,859	2,312	415,486	264
1900.....	1,912	41	545	485,121	1,311	824,138	509
1901.....	8,085	51	.....	870,971	1,651	868,859	261
1902.....	2,474	21	857	144,407	722	218,292	114
1903.....	2,708	2	548	382,084	1,158	258,750	249
1904.....	80,650	2	.....	98,896	8,101	532,729	48
1905.....	6,690	3	1,580	11,942	615	298,293	1
1906.....	82,887	2	791	100,580	771	830,849	2
1907.....	12,172	2	.....	1,614	1,621	217,678	2
1908.....	22,294	2	.....	190,980	1,266	276,475	4
1909.....	48,854	191,784	.....	26,580	1,500	281,061	9
1910.....	42,667	179,900	109	84,672	1,921	819,084	19

### RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

RECEIPTS, TMA.			Year.	1901.....	71,346	RECEIPTS, GLUCOSE.			Year.	1901.....	46
"	"	"	1900.....	29,845		"	"	"	1900.....	68	
"	"	"	1899.....	15,400		"	"	"	1899.....	70	
"	"	"	1898.....	27,190		"	"	"	1898.....	48	
"	"	"	1897.....	27,112		"	"	"	1897.....	59	
"	"	"	1896.....	16,187		"	"	"	1896.....	68	
"	"	"	1895.....	28,067		"	"	"	1895.....	60	
"	"	"	1894.....	73,587		"	"	"	1894.....	75	
"	"	"	1893.....	108,526		"	"	"	1893.....	69	
"	"	"	1892.....	67,522		"	"	"	1892.....	37	

## FURNITURE.

By GEO. T. PARKER, Secretary St. Louis Furniture Board of Trade.

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The expectations at the close of last year of a busy 1901 were fully realized. It is seldom that factories do not shut down for a few weeks at the beginning of the year for repairs and improvements in the plant; but this year has favored the manufacturing institutions as an exception, in as much as needed repairs, changes and improvements were made while the works continued in operation.

A decrease in volume of output was observed during the drouth and by several destructive fires which diminished the year's production, which about equaled that of 1900.

The estimate of the furniture and kindred lines is about \$33,000,000; in this is included coffins, bedding, rattanware, picture mouldings, etc., which manufactures go to complete the stock carried by the country store.

Nearly all the factories have undergone improvement, either by the addition of space or new and modern machinery. An entire new factory has been built; but none of its product was delivered during 1901. Great improvements in buildings and products have taken place in the metal bed factories. St. Louis is a recognized center for this class of manufacture, as it is for that of many of the medium grades of wood furniture.

More capital is now employed than ever before in our factories, the estimate being above \$3,000,000 in the fifty factories which have employed upward of 6,500 employes, who have received approximately \$3,750,000 for their services.

Prices have advanced, this having become necessary by reason of the increased cost of raw materials, principally good cabinet lumber, the general demand for which brought about an advance early in the year.

Better and more artistic styles are now required to suit the demands of the trade, as well as a superior class of workmanship; these features all tend to a higher cost.

There have been completed many expensive residences in the city which have required furnishing, as well as the replenishing in a modern way, many of the old ones. New hotels, trust companies, banks, office buildings, educational and public institutions have added a large quota to the general business.

In the general prosperity of the West and South, the building of churches, schools, opera houses and buildings of a public character, has become the rule in nearly all communities. St. Louis has lost an enormous trade in this line by having no factories equipped for this class of work, which has gone entirely to cities east of us, whose purchases for lumber have largely to be made in this market.

Principal among the woods used are oak, poplar, gum and ash, while for the higher grades of cabinet work mahogany, birch and maple are used. Walnut is having a greater demand, more especially for the export trade, which has found new markets and has materially increased; this city

having become more favorably known in countries where it was formerly thought St. Louis could not reach. Upholstery and rattan goods are among the lines which have grown in popularity.

St. Louis steam and street car furniture may now be found in all parts of the world.

No strikes among employes have interfered with work in the factories, but a strike affecting the delivery and receipt of goods by the Transfer Company, urged the necessity for action to prevent its re-occurrence. In consequence the railroad shipping facilities are receiving added attention, and will undoubtedly be improved. The new belt lines now building, encircling the city, will greatly assist in the prompt movement of shipments.

A number of the most enterprising of the factories have placed samples of their product in the exposition sample rooms of Eastern cities. This has resulted in a revival of the permanent or semi-annual exposition effort, which would seem important as a measure to attract buyers to this important market.

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### **FOREIGN COMMERCE OF ST. LOUIS.**

By **JAMES ARBUCKLE**, Manager Latin-American Club and Foreign Trade Ass'n.

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The prosperous conditions that have prevailed generally throughout the United States during 1901 has been shared by St. Louis in no inconsiderable manner, indeed the domestic trade has been so good that many lines have not felt the inclination or necessity of going beyond our own borders to dispose of their products, although there are inviting fields in many countries for the sale of much of our manufactured goods.

The agricultural products which have reached this market have found a ready and active sale abroad.

#### **GRAIN.**

The shipments of wheat by river and rail to the seaboard has been 8,122,973 bushels, as against 1,039,922 bushels in 1900, or increase in export of 7,083,051 bushels.

Corn to the seaboard, including to Cuba 551,994 bushels, Mexico 77,245 bushels, Belgium 1,075 bushels, amounted to 2,162,798 bushels, as against 8,542,891 bushels in 1900, or a decrease of 5,380,093 bushels.

This decrease in corn exports may be attributed largely to the comparatively high price prevailing almost the entire year. Importers on the other side preferring to buy our wheat at the relative cheaper price to that of corn.

The shipments of oats were 215,268 bushels, as against 517,656 bushels in 1900, or a falling off of 302,388 bushels, largely caused by like reasons as those concerning corn.



## FLOUR.

The exports of flour show a larger aggregate :

	Barrels.
Great Britain.....	584,810
The Continent.....	203,013
West Indies.....	182,243
Scandinavia .....	48,479
Mediterranean.....	12,870
Central America.....	11,250
South America.....	5,904
Canada.....	4,726
Seaboard.....	136,526
	<u>1,189,821</u>
As against 1900 of.....	1,051,951
An increase of.....	137,870

In this connection it may be well to state that the importance of our river, as a means for cheap transportation, is not yet fully enough impressed on our legislators at Washington, and it is to be hoped that efforts in that direction will be more successful in the future, and thus conduce to making St. Louis a greater market for staple products.

## COTTON.

The popular estimate for the cotton crop of 1900 and 1901 proved, after September 1st, 1901, to be 947,006 bales in excess of 1899 and 1900.

Total gross receipts of cotton through St. Louis, year ending September 1st, 1901, 973,490 bales, previous year 802,769 bales. Local net receipts handled by St. Louis 239,628 bales, previous year 154,074 bales.

Foreign shipments were as follows :

	Bales.
England.....	190,807
Continent .....	112,407
Italy .....	42,819
Canada.....	82,135
Japan .... .	7,677
Spain .....	876
Sweden.....	600
Switzerland .....	285
Russia .....	102
East India.....	100
Seaboard for export.....	<u>1,738</u>
	389,046
As against in 1899 and 1900.....	238,053
Or an increase of.....	150,993

The receipts represent an approximate value of \$15,560,000. As the Cotton that is handled in St. Louis represents largely remittance for goods purchased in this market by the Southern merchants, it is an important element in the wealth-producing features of the city.

**BEER.**

This important product of St. Louis continues to merit favor in many countries.

There was exported in bond to various countries to the value of \$737,112.00, a total of 1,032,245 gallons. Our beer goes to all points in Latin America, Philippines, Japan, China, Australia and occasionally to France and England. St. Louis beer is looked upon throughout the world as the par excellence of toothsome drinks.

**AGRICULTURAL IMPLEMENTS AND MACHINERY.**

The exports in this line have been considerably increased, although with Mexico, on account of the severe drouth conditions in the northern part of that country, the trade has not been so good.

More has been done this past year, however, with Cuba, Puerto Rico, Hawaii, British Columbia, etc.

The adverse conditions prevailing in Mexico, with the stringency in monetary affairs, as well as the heavy decline in silver, has militated very much against all operations there. Some extension has been made in Central America, a new field for St. Louis work in this line.

**IRON, STEEL, HARDWARE, ETC.**

These lines show considerable expansion; although the large companies—Carnegie and others—have established branches in Mexico and other foreign countries, and necessarily compete there successfully with our St. Louis concerns in that lines. In hardware St. Louis enterprise continues to place goods throughout Mexico, West Indies and South America. This line is also placed in many parts of Asia. There has been considerable extension this past year.

Our stove manufacturers are now doing some business in Mexico and Central America. This American article is growing in favor.

**BOOTS AND SHOES.**

St. Louis continues to find ready sale in foreign countries and all the houses who have cultivated foreign trade have done well.

Trade with Mexico has been larger, also West Indies and Central and South America, British Columbia and Germany.

There is a large field in South America for this line, but the time occupied in delivering goods has so far been an obstacle to placing many orders. With better shipping facilities to the principal ports of South America, however, there will be a great trade awaiting the St. Louis manufacturers of shoes, much larger than any yet opened to them. The increase in exports for 1901 has approximately been 80%.

**ELECTRICAL SUPPLIES.**

There has been considerable awakening of interest in electrical matters by our neighbors of the South America, and St. Louis has shared in fur-

nishing supplies required, although the past few months it has been somewhat restricted for reasons already given.

Considerable supplies have been furnished to Canada, but the shipments to Japan and South America have fallen off in 1901. The exports to Canada, however, have increased over 100%.

It may be stated that the foreign trade in this line has not been quite as large as it was in 1900 with Europe and Asia.

#### FURNITURE.

There has been, as usual, considerable furniture exported to Mexico, also to the West Indies. Some new markets have also been reached—South Africa, Manila and Corea—but the aggregate does not exceed the year of 1900. The poor conditions prevailing in Mexico and West Indies already alluded to is the main reason for this.

#### MACHINERY AND PLUMBING GOODS.

The exports in this line has been about the same in volume as the previous year. The sales have been to Mexico, Cuba, Porto Rico, Hawaiian Islands and British Columbia.

There are strong houses in the line of manufacture and with the great needs of Latin America for improved hygienic conditions, there ought to be a large extension of this line of trade in these countries.

The sales of vitrified pipe have been about the same as last year, but distributed at more points foreign,

Notions, glassware, woodenware, paper, etc. There is a steady trade done in these lines with Mexico, and it only requires close attention to develop into larger proportions. There are active salesmen in the field, and a propaganda by mail is bringing good returns.

#### RAILROAD AND STREET CARS.

The sales in both those branches shows an increase. In railroad cars the gain has been about 25%, and the shipments have been to England, France, Spain, New Zealand, Australia, New South Wales, South America and Mexico. This is an important industry for St. Louis. In street cars the growth has been greater, being given by our largest factories as 50%. Orders were filled by one factory alone for over \$300,000 to Mexico, Brazil, Portugal and Argentine. The material for construction of both railroads and street cars being so much cheaper here, gives this market an advantage for this industry.

#### SUNDRIES.

There are a number of other industries in this city and vicinity which are making headway. The sale of butchers' supplies have increased 40%, and these are exported principally to Germany, France, Argentine Republic, Australia, South Africa, England, Austria, Russia, Sweden, Spain, Italy and Mexico.

Cooperage is an important article of export and increases yearly. Large shipments are made to Europe and Latin America.

Condensed milk is exported to Canada, Mexico, Central America, West Indies, South Africa, India, China, East Siberia, Japan and Australia, and increasing much in use in those countries.

St. Louis dry plates for photographic purposes have become celebrated for their excellence, and sales are made in Central and South America, Canada, Cuba, British Columbia, Hawaiian Islands, Philippines, Porto Rico, Mexico, Japan and England.

Shipments of malt in considerable quantities made to the breweries in Mexico.

Chemical products have been exported to about the same extent as previous year, and includes shipments to Canada, Mexico, West Indies, Australia and Germany.

Hats and gloves from St. Louis have large sale both in Mexico and West Indies.

Shipments of horses and mules to foreign countries from East St. Louis were: 14,000 mules and 48,000 horses. The most of these went to South Africa.

#### PACKING HOUSE PRODUCTS.

	1901.
Dressed Hogs .....	\$ 2,250,000
Fresh Hams.....	75,000
Other Fresh Pork Cuts.....	2,200,000
Dry Salt Meat and Sweet Pickled Meat....	17,500,000
Oleo Oil.....	7,250,000
Tallow.....	105,000
Lard.....	9,500,000
Dressed Beef .....	750,000
Fancy Meats, Beef and Calf Livers, Kidneys, Oxtails, etc.....	500,000

Fresh meats and most of cured meats to England and Cuba. Oloe oil to Holland, Denmark, Germany and Sweden. Lard to [England,] West Indies and South America. Tallow to England.

There are many other articles exported which show distinct gains. There were exported in bond—

Burlap Bags to the value of.....	\$195,055
Dry Plates.....	45,838
Steel Wire Ropes .....	26,358
Canned Meats .....	12,355
Malt.....	9,119

## IMPORTATIONS.

The importations, as per statistics, in Custom House show a total of \$4,844,433, as compared with \$4,100,543 in 1900, or an increase of \$743,889. The principal items were—

Bagging and Burlap.....	\$706,487
Manufactured Cottons.....	612,458
Chemicals and Drugs.....	458,945
Free Goods.....	452,758
Window Glass.....	231,578
Manufactured Linen.....	212,327
Straw Matting.....	167,652
Tobacco and Cigars .....	154,821
Steel Wires.....	165,049
Hops.....	116,458
China and Earthenware .....	107,549
Manufactured Cork.....	103,016

and miscellaneous other articles.

## COFFEE.

	1901.	1900.
Receipts of Coffee Sacks.....	374,675	360,870
Packages.....	133,340	72,912

It is estimated that of the above 125,000 bags of coffee were imported direct from points south, mostly, of course from Brazil.

## FRUIT.

About the usual quantity of tropical fruits have been brought to this market. Two hundred cars Mexican oranges were received, a falling off of about 200 cars from previous year.

## ST. LOUIS MUNICIPAL AFFAIRS.

From the report of MR. JAMES Y. PLAYER, Comptroller, for the fiscal year ending April 10th, 1901.

### CONDITIONS OF THE TREASURY.

The balance in the treasury at the end of the fiscal year, April 8, 1901, was, as is shown above, \$4,442,531.73. Adding the amounts of uncollected special tax bills in the matter of opening, sprinkling and changing grades of streets and maintaining boulevards (\$454,902.72), gives the total resources of the treasury \$4,897,434.45. Against this amount are chargeable the balance as standing to the credit of special funds and accounts, amounting in the aggregate to \$2,663,535.00. Deducting this amount from the resources of the treasury there remains an unappropriated surplus of \$2,074,592.03 belonging to the respective revenue funds as follows:

Interest and Public Debt Revenue .....	\$1,006,223.26
Municipal Revenue.....	28,595.65
Water Works Revenue .....	995,693.91
Harbor Fund.....	44,079.21
	<u>\$2,074,592.03</u>

### REVENUE AND APPROPRIATIONS.

The resources of the revenue funds income and unappropriated balances April 10, 1900, were as follows:

Interest and public debt revenue.....	\$ 2,206,885.59
Municipal revenue.....	5,975,814.13
Water works revenue.....	2,550,911.25
Harbor fund .....	103,549.54
	<u>\$10,837,160.51</u>

### BONDED DEBT.

The gross debt at the beginning of the fiscal year 1900-1901, including the \$189,315.59 advanced out of the treasury in anticipation of the revenue of the sinking fund of the year 1900-1901 was \$19,105,593.89. The amount advanced out of the treasury was written off, leaving the bonded debt, outstanding April 8, 1901, \$18,916,278.30.

The annual interest charge on the bonded debt amounts to \$778,409.28 or an average of \$4,115 per cent interest per annum.

SINKING FUND.

The resources of the sinking fund for the fiscal year amounted to \$421,590.72. After converting back into the treasury the \$189,815.59 advanced during the year 1899-1900 there remained a balance of \$232,275.13 to the credit of the fund at the end of the fiscal year.

TAXATION.

The assessed valuation for the taxes of 1901 is \$368,511.350 exclusive of railroad, bridge, telegraph, express and street railroad property, which is assessed by the State Board of Equalization, and this is estimated on the basis of last year, namely, \$26,211.350.

The rate of taxation as established for the current year differs from the rates for the taxes of last year in the following respects, namely: Pursuant to the result of the election the rate for Public Library tax was increased one-fifth of a mill, or two cents on the \$100 valuation, and therefore, the rate for general municipal purposes was reduced to the same extent. Heretofore the property in a portion of the territory annexed to the city under the Scheme and Charter was assessed at a lower rate than the property in the old limits of the city. This year the rate is uniform over both old and new limits.

The rate of taxation for the payment of the debt and the interest thereon was reduced five cents, that is, from thirty cents to twenty-five cents on the \$100 valuation. The amount of taxes that will be realized from this rate, together with the unappropriated surplus now to the credit of this fund will be sufficient to meet the requirements of the law.

The rates for 1901, on the \$100 valuation are as follows:

	Old Limits.	New Limits subject to in- creased rates.
For payment of debt and interest.....	\$ .25	\$ .25
For general municipal purposes.....	.96	.96
Total City.....	\$1.21	\$1.21
For Public Library.....	.04	.04
Total.....	\$1.25	\$1.25

## STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. ALBERT O. ALLEN,

STATE AUDITOR, JANUARY 10, 1902.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1901 taxes.....	\$1,008,948,753 00
Railroad, Bridge and Telegraph property, including street railroad property for 1901 taxes.....	118,423,986 62
Merchants and Manufacturers, valuation for 1901 taxes (Esti- mated).....	67,062,811 00
Total .....	<u>\$1,189,435,050 62</u>

Balance in Treasury, December 31, 1900.....	\$1,078,931 58
Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1901.....	5,127,414 67
Disbursements during the year 1901, for all purposes.....	4,963,215 28
Balance in Treasury December 31, 1901 .....	<u>1,243,130 97</u>

## STATE BONDED DEBT, JANUARY 1, 1902.

1287 3¼ per cent. 5-20 refunding bonds, due January 1, 1908 ...	\$ 1,287,000 00
Total bonded debt.....	<u>\$ 1,287,000 00</u>

## SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.....	\$2,909,000 00
School certificates, 5 per cent.....	249,000 00
	<u>\$3,158,000 00</u>
Seminary certificates, 6 per cent.....	\$ 122,000 00
Seminary certificates, 5 per cent.....	1,113,839 42
	<u>\$1,235,839 42</u>



## MINING INDUSTRIES OF MISSOURI.

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By J. W. MARSTELLER, Secretary and Assistant Inspector, Bureau of Mines,  
Mining and Mining Inspection.

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We are sorry that sufficient returns have not as yet been received to give you the actual figures relating to our mineral production, values, etc. The information already received, however, warrants the statement, that the mining industry of the State for the year ending December 31, 1901, shows a more prosperous condition of affairs than has heretofore been experienced. The production of zinc, coal and lead each show a decided increase over any previous year, due largely to the exploitation of new and extended mineral fields, the erection of extensive plants and the advances made in the treatment and handling of the ores.

Lead ore shows a large increase in production and also in value. Prices were well maintained throughout the year with the exception of the month of December, when a rapid decline in price occurred. The cause of this rapid decline is traced to the same selfish purpose that caused disaster to two large corporations, one of which manipulated the lead market and the other the copper market.

Vast improvements are now being made in the mining and cleaning of lead ore, and no where in the world can plants be found that will compare with the National and Federal located in St. Francois County, one of which was completed last year and the other now almost completed. The mining field of Southeast Missouri is expanding rapidly, with Madison and Washington Counties added to the disseminated lead district. Prospecting with the diamond drill never ceases in this region and each successive year will add new mines and increased product. Missouri is classed as the soft lead region, and shows an increased production, while the desilverized region shows a decrease.

The production of zinc ore for the year will show an increase over any former year. The year opened with a depressed market price and so continued until the last few months of the year; in the meantime the production was not restricted, our operators evidently anticipating the time when the export point would be reached. The export point was reached, and before the end of the year an advance of \$6.00 per ton was realized, and a general feeling of confidence in the maintenance of prices prevails throughout the mining district. The fictitious prices which obtained in 1899 were taken advantage of by designing men, and many worthless and worked-out properties were disposed of at outrageous prices—overstocked companies played a conspicuous part with the usual result. The effect o

all this is about past, and the improvements now being made are justified. Legitimate progress backed by scientific methods are governing very largely in all the new plants erected, and this fact will add greatly to the success and prosperity of the industry. The zinc fields like the lead fields are also expanding, and Central Missouri is rapidly developing into a fine lead and zinc region.

### COAL.

The last year has been a record-breaker in the coal mining industry of the State. Not only has the production of coal greatly exceeded that of all other years, but the value of the output is much greater as well.

It has been a year of progress, development, better prices for the output, better prices paid for mining and better feeling between employer and employee. There have been no strikes or lockouts lasting over a few days, and the mines never were in a safer or better sanitary condition. The mining field is widening and expanding, and some of the best equipped mines in our State have been opened up in this new territory during the last year.

New mines with plants equipped with the most modern appliances have been opened up in all our mining counties, and many of the older mines have not only enlarged their capacity, but have been supplied with the facilities which will enable them to handle the product more economically and expeditiously.

Taken altogether, the mining industry of the State has never before presented a more satisfactory condition, nor has the promise for the future ever been brighter. The fact is, the mining industry is on a far more substantial basis than ever before; it is backed by a progressive intelligent management, an abundance of means and immense territory splendidly tested.

TRADE AND COMMERCE OF  
POPULATION OF ST. LOUIS.

AREA 62½ SQUARE MILES.

1890 .....	4,928	1856 .....	125,200
1893 .....	5,000	1859 .....	185,567
1896 .....	5,863	1866 .....	204,324
1898 .....	6,397	1870—United States Census.....	310,867
1899 .....	8,316	1880—“ “ “ .....	350,523
1897 .....	12,040	1885—Estimated .....	400,000
1840 .....	16,469	1888—“ .....	450,000
1844 .....	24,140	1890—United States Census.....	451,772
1850 .....	74,439	1900—United States Census .....	575,288
1869 .....	94,000	1901—Estimated.....	600,000

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY  
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1862.....	\$ 40,340,450	.....	2.57	....
1863.....	49,409,030	.....	2.42	....
1864.....	53,905,820	\$ 68,059,078	2.60	....
1865.....	78,980,700	87,625,534	2.76%	....
1866.....	81,961,610	105,245,210	3.00	....
1867.....	88,625,600	112,907,660	2.95	....
1868.....	94,362,870	116,562,140	2.85	....
1869... ..	118,626,410	138,523,480	2.85	....
1870.....	119,060,800	147,969,660	....	....
1871.....	123,833,950	158,272,430	2.80	....
1872.....	129,225,180	162,689,570	2.73	....
1873.....	149,144,400	180,278,950	2.76	....
1874.....	141,041,480	172,109,270	2.88.5	....
1875. ....	131,141,020	166,999,660	3.48.5	....
1876.....	132,785,450	166,441,110	3.42.5	....
1877.....	148,012,750	181,345,560	2.80	....
1878.....	140,976,540	172,839,980	2.60	1.35
1879.....	136,071,670	163,813,920	2.60	1.35
1880.....	135,824,980	160,493,000	2.60	1.35
1881.....	139,897,470	167,664,230	2.60	1.35
1882.....	161,679,260	191,948,450	2.58	1.33
1883.....	163,479,060	192,568,640	2.55	1.30
1884.....	178,596,650	210,124,370	2.55	1.30
1885.....	177,857,240	207,910,350	2.55	1.30
1886.....	187,291,540	218,271,260	2.55	1.30
1887.....	184,815,560	217,142,320	2.50	1.30
1888.....	195,978,250	227,769,960	2.30	1.70
1889.....	196,185,840	230,338,810	2.20	1.60
1890.....	214,971,060	248,627,830	2.20	1.60
1891.....	215,333,960	255,113,690	2.20	1.60
1892.....	243,239,140	234,518,550	2.05	1.60
1893.....	242,787,420	237,828,420	2.05	1.67
1894.....	270,283,800	315,292,560	2.05	1.67
1895.....	266,096,900	330,496,640	2.05	1.67
1896.....	296,419,690	345,940,150	2.05	1.67
1897.....	299,685,220	344,749,700	2.05	1.67
1898.....	314,975,540	360,516,660	2.05	1.67
1899.....	330,019,960	374,598,490	1.95	1.57
1900.....	337,201,940	390,779,280	1.95	1.57
1901.....	342,252,540	394,722,700	1.90	1.90

City Assessment .....	\$368,511,860
Board of Equalization for Railroads, Bridges, Telegraph, Express and Street Railroad Property.....	26,211,850
Total .....	\$394,722,700
City Tax, \$1.25; State, 25c; School, 40c.....	\$1 90

## FIRE RECORD FOR 1901.

As Reported by Capt. CHAS. EVANS, Underwriter's Salvage Corps.

## FIRES FOR WHICH NO ALARMS WERE GIVEN.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses.	Insurance.	Losses.
January .....	\$ 28,800 00	\$ 862 50	\$ 16,700 00	\$ 844 81
February .....	108,450 00	616 20	71,807 00	971 22
March .....	128,842 00	6,906 88	87,978 00	1,887 55
April .....	176,800 00	1,249 71	61,905 00	680 80
May .....	148,650 00	827 84	29,500 00	1,322 18
June .....	186,886 00	2,077 18	26,785 00	608 65
July .....	261,648 00	1,508 52	69,040 00	745 87
August .....	68,984 00	608 36	1,800 00	677 00
September .....	26,226 00	456 80	88,000 00	706 12
October .....	82,626 00	981 15	24,100 00	72 50
November .....	292,850 00	690 98	28,675 00	498 19
December .....	915,060 00	614 70	66,525 00	1,880 45
Totals .....	\$2,226,460 00	\$16,289 26	\$ 462,410 00	\$ 9,462 84

## INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS DURING ELEVEN YEARS.

			Int of to In- Co's.	Percentage
1891 .....	1878	9,689,181 86	2,792,969 76	28.91
1892 .....	1887	7,869,999 91	1,619,065 08	20.59
1893 .....	1438	7,845,858 84	2,100,816 60	27.04
1894 .....	1512	4,205,069 29	1,194,106 61	28.38
1895 .....	1640	5,181,017 00	779,678 97	15.05
1896 .....	1968	6,454,861 68	881,860 74	13.66
1897 .....	1965	11,580,261 12	2,246,980 61	19.40
1898 .....	2064	9,277,860 09	1,148,928 26	12.50
1899 .....	2473	9,017,908 97	928,159 54	10.30
1900 .....	2046	10,888,905 28	1,866,029 10	17.94
1901 .....	....	22,960,543 56	2,705,427 57	11.80

BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE CITY OF ST. LOUIS DURING THE YEAR 1900 AND 1901.

Prepared by O. F. LONGFELLOW, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

1900.			1901.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January .....	169	\$ 421,988	January .....	224	\$ 1,295,213
February .....	153	534,478	February .....	202	686,644
March .....	215	424,996	March .....	312	911,968
April .....	239	579,853	April .....	333	727,522
May .....	171	411,231	May .....	359	1,296,354
June .....	178	296,910	June .....	346	1,342,104
July .....	210	441,727	July .....	322	1,498,283
August .....	252	628,366	August .....	347	786,171
September .....	220	275,096	September .....	328	542,291
October .....	284	538,029	October .....	387	1,012,819
November .....	312	560,278	November .....	333	759,301
December .....	210	804,532	December .....	224	2,350,301
Totals .....	2,513	\$5,916,984	Totals .....	3,722	\$ 13,207,991

BUILDING PERMITS ISSUED FOR TWENTY YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1901.....	.....	.....	3,722	\$13,207,991
1900....	1,530	1,133	2,513	5,916,984
1899.....	1,539	961	2,500	8,249,565
1898 .....	1,861	796	2,657	7,833,899
1897.....	2,549	771	3,320	9,471,640
1896.....	2,843	686	3,029	10,034,908
1895.....	2,862	790	3,642	14,331,060
1894.....	2,977	876	3,853	11,844,700
1893.....	2,743	1,069	3,837	12,857,667
1892.....	3,436	1,236	4,762	16,973,478
1891.....	2,976	1,459	4,435	13,259,950
1890 .....	2,665	1,329	3,994	13,652,700
1889.....	2,453	1,091	3,544	9,765,700
1888.....	2,145	841	2,986	8,029,501
1887 .....	1,842	643	2,490	8,162,914
1886.....	1,733	491	2,224	7,080,819
1885.....	2,160	510	2,670	7,376,519
1884.....	1,999	620	2,609	7,316,635
1883 .....	1,831	520	2,401	7,123,878
1882.....	1,646	715	2,361	5,010,554
1881.....	.....	.....	1,866	4,448,552

## ST. LOUIS WEATHER FOR THE YEAR 1901.

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By DR. R. J. HYATT, Local Forecast Official, United States  
Weather Bureau St. Louis.

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January temperature was above the normal except on the 1st to 3rd, 11th, 25th, 30th and 31st, and the precipitation was deficient. The highest temperature was 69° on the 15th and the lowest was 8° on the 1st. The average temperature was 37.2°. The total precipitation was 1.12 inches, a deficiency of 1.12 inches. The maximum wind velocity was 37 miles from the west on the 24th. There was light snow on the 11th, 12th and 18th.

February temperature was deficient for the month, being above the normal on the 1st to 4th, 8th, 14th, 15th, 17th, 18th and 25th. The precipitation was below the normal. The highest temperature was 60° on the 17th, and the lowest was 12° on the 6th. The average temperature was 31.0°. The total precipitation was 1.86 inches, a deficiency of 1.13 inches. The maximum wind velocity was 45 miles from the west on the 3rd. Snow fell on the 2nd, 7th, 8th, 9th, 11th and 20th to 25th. The total snowfall for the month was 8.6 inches.

March temperature was above the normal except on the 4th to 6th, 14th, 15th, 20th, 21st and from the 26th to 31st. The precipitation was below the normal. The highest temperature was 71° on the 18th, and the lowest was 15° on the 6th. The average temperature was 44.8°. The total precipitation was 2.94 inches, a deficiency of 0.35 of an inch. The maximum wind velocity was 53 miles from the southwest on the 10th. Light snow fell on the following dates: 4th, 5th, 10th, 14th, 15th, 20th, 21st and 29th. The total amount of snow for the month was 2.1 inches, two inches, two inches of which fell on the 29th.

April temperature was below the normal, except on the following days: 10th, 11th, 15th, 16th and 24th to 30th. The precipitation was deficient. The highest temperature was 89° the 30th and the lowest was 33° on the 1st. The average temperature was 54.4°. The total precipitation was 2.35 inches, a deficiency of 1.13 inches. The maximum wind velocity was 43 miles from the southwest on the 5th. Snow fell on the 1st, 2nd and 18th. Total amount of snowfall for the month was 4.5 inches, two inches of which fell on the 18th, 2½ inches on the 2nd and trace on the 1st.

May temperature was slightly above the normal for the month. The precipitation was below the average. The highest temperature was 90° on

the 2nd and the lowest was 46° on the 26th. The average temperature was 66.2°. The total precipitation was 2.69 inches, a deficiency of 1.77 inches. The maximum wind velocity was 39 miles from the west on the 23rd.

June temperature was considerable above the normal except on the 1st and from the 6th to the 9th. The precipitation was below the average. The highest temperature was 102° on the 29th and the lowest was 54° on the 8th. The average temperature 80.6°. The total precipitation was 3.92 inches, a deficiency of 0.56 of an inch. The maximum wind velocity was 45 miles from the west on the 5th. The maximum temperature 102°, which was the highest of record for June since the Weather Bureau was established, the previous record being 99° in 1881. The temperature was also 100 on the 23rd and 30th.

July temperature was considerably above the normal, being the warmest month of the year, and the hottest July of record, the temperature below the normal on but two days, the 7th and 8th. The precipitation was deficient. The highest temperatures were 107° on the 24th and 22nd; 106° on the 21st and 23rd; 104° on the 10th and 11th; 102° on the 12th, 101° on the 5th and 20th, and 100° on the 1st and 17th. The lowest temperature 63° on the 8th. The average temperature was 87.4°. The total precipitation was 1.47 inches, a deficiency of 2.18 inches. The maximum wind velocity was 33 miles from the northwest on the 17th. While this month was the hottest of record, there were very few prostrations from heat in St. Louis, as compared with other large cities throughout the country where the humidity was higher. The minimum temperature was above 80° only six days during the month, showing comparatively cool and pleasant nights during the month.

August temperature was above the normal except the 4th to 6th, 17th, 18th and 31st. The precipitation was very deficient. The highest temperature was 105° degrees on the 2nd, and the lowest was 63° on the 31st. The average temperature was 80°. The total precipitation 0.76 of an inch, a deficiency of 1.46 inches. The maximum wind velocity was 30 miles from the east on the 26th.

September was above the normal except on the 1st, 2nd and 16th to the 22nd. The precipitation was considerably deficient. The highest temperature was 95° on the 9th, and the lowest was 43° on the 18th. The average temperature was 71.8°. The total precipitation was 0.64 of an inch, a deficiency of 2.23 inches. The maximum wind velocity was 45 miles from the south on the 11th.

October, the temperature was above the normal except the 2nd to 5th, 12th to 14th, 16th and 17th, and the precipitation was deficient. The highest temperature was 89° on the 1st, and the lowest was 42° on the 4th. The average temperature was 61.8°. The total precipitation was 2.12 inches, a deficiency of 0.22 of an inch. The maximum wind velocity was 27 miles from the west on the 13th.

November temperature was above the normal except the 3rd to 5th, 7th, 8th, 12th and 15th to 19th. The precipitation was below the average. The

highest temperature was 76° on the 11th, and the lowest was 23° on the 17th. The average temperature was 44°. The total precipitation was 1.21 inches, a deficiency of 1.77 inches. The maximum wind velocity was 36 miles from the northwest on the 3rd.

December temperature was the coldest of record for that month since the establishment of the Weather Bureau, except the year 1879. The minimum of 10° below zero on the 20th is the lowest, except in 1879, when it was 17° below on the 24th. The temperature also below zero during the month as follows: 5° below on the 15th, 3° below on the 19th and 2° below on the 14th. The highest temperature was 62° on the 12th, and lowest 10° below zero on the 20th. The average temperature was 30.2°. The precipitation was above the average for the month. The total amount of precipitation was 3.72 inches, an excess of 1.45 inches. This was the only month in the year with an excess of precipitation. The river also was frozen during a portion of the month, sufficient for persons to cross over on the ice. The maximum wind velocity was 27 miles from the north on the 29th.

The average temperature for the year was 1° above normal 57°, and the total precipitation was 24.80 inches, a deficiency of 12.47 inches.

The year was one of marked excess in temperature and deficiency in precipitation, the drought being considered one of the most severe on record for this locality. The minimum wind velocity was 53 miles per hour.

A new glass weather map was installed by the Weather Bureau on the floor of the Exchange in December.

Extreme and average climatic condition for each month of the year, compiled from the Weather Bureau records of the last 31 years:

MONTH.	TEMPERATURE			PERC'TGE.		Precipitation in inches.	NUMBER OF DAYS.				Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation	
January .....	74	—22	32	78	52	2.24	11	10	10	9	N. W.
February.....	78	—16	35	72	53	2.99	9	9	10	10	N. W.
March.....	85	8	44	68	52	3.29	9	12	10	11	N. W.
April.....	89	23	57	63	50	3.48	10	11	9	10	S. E.
May.....	94	32	66	66	49	4.46	11	12	8	12	S.
June.....	94	44	75	69	48	4.48	9	15	6	12	S.
July.....	107	55	79	67	48	3.65	12	14	5	10	S.
August.....	106	52	78	66	38	2.22	15	12	4	7	S.
September .....	102	57	70	67	38	2.87	15	10	5	7	S.
October .....	91	24	59	64	37	2.34	15	10	6	7	S.
November .....	82	5	44	68	51	2.98	10	10	10	9	S.
December.....	74	—17	36	78	57	2.27	9	10	12	10	S.
Normals and Extremes.	107	—22	56	69	47	37.27	135	135	95	114	S.

— Indicates below zero. Maximum temperature 107 degrees July 24th, 1901. Minimum temperature 22 degrees below zero January 5th, 1894. Absolute range 129 degrees.



# TRADE AND COMMERCE OF

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Σ
January...Max. ...Min.	20 8	26 15	28 13	49 29	50 35	53 38	40 35	66 35	53 31	52 31	81 30	41 26	40 32	60 40	69 43	50 35	35 25	36 23	47 32	61 39	53 35	46 32	61 38	48 29	34 21	40 30	41 32	40 33	43 31	31 18	37 22	44.8 29.7
February Max. ...Min.	29 24	39 34	48 28	28 18	24 12	31 12	36 27	38 33	33 24	34 18	40 29	31 18	42 21	52 32	53 36	39 28	60 31	44 35	35 21	23 16	27 19	25 16	24 14	33 19	46 33	36 26	44 37	37 34	... ...	... ...	37.5 24.4	
March....Max. ...Min.	52 33	61 47	63 47	47 24	24 15	37 15	61 31	57 42	56 51	56 34	54 32	64 46	57 39	38 34	38 31	52 30	71 42	71 56	63 36	36 28	45 28	67 40	59 52	65 50	45 40	43 39	44 37	44 36	52 38	44 36	52.3 37.2	
April.....Max. ...Min.	48 33	42 34	54 36	68 40	59 40	46 39	56 44	57 42	64 40	67 45	64 49	61 52	55 52	58 50	67 49	70 54	66 35	50 35	53 38	56 37	54 36	52 44	64 45	70 52	72 53	72 59	80 61	84 62	85 66	... ...	62.9 45.9	
May.....Max. ...Min.	38 68	90 67	90 69	86 67	86 68	70 59	59 53	61 52	64 57	78 58	70 53	70 54	69 48	77 55	81 59	82 65	84 67	83 63	72 58	70 54	66 52	76 53	88 66	81 53	62 50	68 46	65 52	72 53	78 51	72 54	73 53	75.2 57.8
June.....Max. ...Min.	79 59	86 62	87 66	89 68	90 66	77 66	77 60	66 54	76 55	90 65	93 75	90 70	86 78	90 71	88 72	98 75	86 67	87 71	92 72	96 73	97 81	99 77	100 75	98 80	99 79	97 78	97 76	98 77	102 80	100 82	... ...	90.3 70.8
July.....Max. ...Min.	100 80	97 78	98 77	99 79	101 80	96 74	85 72	85 68	98 68	104 72	104 77	102 79	96 77	89 73	97 76	97 76	100 76	98 78	98 75	101 78	106 81	107 84	106 81	107 86	99 81	97 78	98 79	98 78	91 81	91 76	92 72	97.8 76.9
August ..Max. ...Min.	90 70	105 73	94 75	79 68	80 66	83 68	94 68	99 73	97 78	89 73	90 68	93 67	92 72	91 72	94 69	89 72	82 71	83 69	89 70	86 71	91 72	94 71	87 71	87 70	93 71	92 70	88 66	90 70	92 74	92 74	80 63	90.0 70.0
Sept'ber..Max. ...Min.	80 62	83 62	84 63	89 67	89 70	92 71	94 70	93 71	95 72	85 69	92 68	81 67	81 62	84 64	84 63	76 54	62 49	53 43	61 44	62 50	75 49	82 53	89 59	89 63	86 67	87 65	86 64	90 60	77 60	84 54	... ...	82.0 61.5
October...Max. ...Min.	89 65	71 53	68 45	56 42	65 43	75 49	79 57	78 62	71 59	82 57	80 62	85 60	52 45	56 43	74 43	62 48	56 42	69 43	78 58	71 48	73 50	90 54	83 57	78 53	70 46	69 51	68 47	93 60	88 59	73 58	73 59	71.7 61.9
Nov'ber...Max. ...Min.	67 52	68 50	58 36	39 28	45 32	63 36	55 36	60 35	56 44	62 37	76	48	61	51	39	38	41	43	44	49	55	46	40	55	47	50	47	46	61	63	... ...	52.6 35.4
Dec'ber...Max. ...Min.	61 45	45 36	39 28	36 26	33 28	39 31	44 33	51 32	32 27	47 30	41 32	62 38	56 18	13 -2	7 -5	20 5	20 6	20	13	7	6	46	46	55	33	45	42	37	37	43	47	36.7 23.7

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1901.

TAKEN FROM THE RECORDS OF THE WEATHER BUREAU STATION.

DAY OF MONTH	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total for 1901.
1.....			T	T		T				.10	T	T	
2.....		.54		T.24			.81			.16		T	
3.....		.71					.68				.28	T	
4.....			T			1.10		.08				T	
5.....			T	.37	T	1.19	.08	.04			T	.01	
6.....				.08	T.01	.60							
7.....	T	.04			T							.06	
8.....	T	.24			.84	.61				.20		1.00	
9.....	.29	T	.27		.16	.04			T	.11			
10.....	.26		1.50					.18	.30				
11.....	T	.09			.10				.25	.18	T		
12.....	T		T	.05					T	.94	.32		
13.....			T	.44		T				.08		2.40	
14.....			T.01				T		.03			T	
15.....													
16.....				.18			T	T				.06	
17.....				.69	T		T	.11	T			.01	
18.....	.02			.80	.86		T	.06				.18	
19.....			.84		.57				.06			T	
20.....		T	T						T				
21.....		.09	T		.28	T					T		
22.....		T.01		T.05	.02						.60		
23.....	.07	T	.23	T	.28			.84			.01		
24.....		T	.16		.82								
25.....		T	.01			T							
26.....	.29							T		T			
27.....					.04	.88				T			
28.....		.14			.06	T						T	
29.....	.20		.30				T					T	
30.....	T		.12										
31.....										.40			
Total.	1.12	1.86	2.94	2.35	2.69	8.92	1.47	.76	.64	2.12	1.21	8.72	.....
Ex'cess	-1.06	-.92	-.55	-1.44	-1.89	-1.16	-2.29	-2.74	-2.48	-0.77	-1.89	+.91	.....

+Excess.    -Deficiency.    T indicates precipitation too small to measure.

## CUSTOM HOUSE TRANSACTIONS, 1901.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1901, showing foreign value and duty paid.  
CHAS. H. SMITH, Surveyor of Customs.

COMMODITIES.	Value.	Duty.
Art Works.....	\$ 24,474 00	\$ 8,703 65
Books and Printed Matter.....	6,625 00	1,656 25
Brushes.....	6,582 00	2,632 80
Chemicals and Drugs.....	458,945 00	123,725 68
China and Earthenware.....	107,549 00	60,556 85
Cutlery.....	95,682 00	56,237 18
Jewelry and Precious Stones.....	67,639 00	7,947 20
Toys.....	19,851 00	6,947 65
Fire Arms.....	75,196 00	36,014 80
Fish.....	89,845 00	18,090 94
Free Goods.....	452,758 00	.....
Glassware.....	28,545 00	18,621 55
Glass, Window.....	231,578 00	69,825 27
Hops.....	116,458 00	41,898 96
Marble.....	5,874 00	2,991 70
Manufactured Cork.....	108,016 00	26,929 85
"    Cotton.....	612,458 00	352,242 33
"    Linen.....	212,827 00	98,079 48
"    Leather.....	64,085 00	28,511 54
"    Metal.....	51,258 00	23,066 10
"    Paper.....	57,194 00	18,905 65
"    Silk.....	94,694 00	52,813 12
"    Wood.....	8,189 00	3,020 55
Miscellaneous.....	291,868 00	124,978 09
Paints and Colors.....	10,401 00	3,083 15
Rice, Granulated.....	81,545 00	11,744 75
Spirituous Liquors.....	89,158 00	40,706 19
Straw Matting.....	167,652 00	69,277 25
Tobacco and Cigars.....	154,821 00	161,622 50
Wines, Sparkling.....	47,535 00	27,618 50
Wines, Still.....	83,776 00	32,694 64
Steel Wire.....	165,049 00	67,140 56
Tea.....	60,208 00	55,632 60
Burlap and Bagging.....	706,487 00	188,904 22
Oil Cloths.....	25,871 00	12,998 09
Woolens.....	25,805 00	28,027 49
Collections from all other sources.....	.....	49,600 48
Total, 1901.....	\$4,844,488 00	\$1,903,898 96
Total, 1900.....	4,100,544 00	1,658,781 44

CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1901.—CHAS. H. SMITH, SURVEYOR.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1900.....	\$188,214 00	\$121,262 47	.....	.....
January, 1901.....	26,882 00	20,716 76	\$ 20,890 00	\$ 21,008 72
February, ".....	24,983 00	24,080 79	22,540 00	17,789 78
March, ".....	44,688 00	21,844 29	27,663 00	23,684 31
April, ".....	88,204 00	54,915 93	28,694 00	23,832 60
May, ".....	29,188 00	24,882 46	26,618 00	23,280 34
June, ".....	20,489 00	8,952 48	24,805 00	18,661 22
July, ".....	18,798 00	17,368 76	48,829 00	31,901 70
August, ".....	21,957 00	14,427 58	22,174 00	16,258 57
September, ".....	25,978 00	27,459 52	40,164 00	24,973 40
October, ".....	59,885 00	31,656 28	27,518 00	22,107 42
November, ".....	48,539 00	31,182 91	80,846 00	20,597 70
December, ".....	88,884 00	26,528 96	67,189 00	43,455 07
TOTALS.....	\$576,104 00	\$424,779 09	\$352,425 00	\$286,991 78
In Warehouse Dec. 31, 1901.....	.....	.....	193,679 00	137,787 31

Statement of Commodities, exported in bond from St. Louis during the year ending December 31, 1901.

CHARLES H. SMITH, Surveyor of Customs.

COMMODITIES.	Gallons.	Number.	Pounds.	Value.
Beer.....	1,052,245	.....	2,709,824	\$ 787,112 00
Burlap Bags.....	.....	.....	835,342	195,055 00
Dry Plates.....	.....	.....	272,128	45,888 00
Steel Wire Rope.....	.....	.....	51,884	26,856 00
Ammonia.....	.....	.....	.....	8,991 00
Drugs.....	.....	.....	.....	11,822 00
Canned Meats.....	.....	.....	.....	12,855 00
Calendars.....	.....	.....	.....	1,000 00
Manufactured Metal....	.....	.....	.....	466 00
Malt.....	.....	.....	431,715	9,119 00
TOTAL.....	1,052,245	.....	8,800,898	\$1,047,616 00

EXPORTS.

1897.....	\$ 113,802 00
1898.....	577,802 00
1899.....	963,239 00
1900.....	1,153,186 00

STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS  
POSTOFFICE DURING 1899, 1900 AND 1901.

F. W. BAUMHOFF, Postmaster.

REVENUES.

	Receipts.	Expenitures.
1901.....	\$2,240,429.72	\$1,241,282.07
1900.....	2,081,664.77	1,211,642.34
1899.....	1,867,006.25	1,154,904.75
Inorease in receipts.....		\$ 208,764.95
Increase in net revenue .....		79,573.45

DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN  
ST. LOUIS.

		Increase.
Total pounds handled in 1901.....	30,521,550	
Total pounds handled in 1900.. ..	30,064,921	
Total pounds handled in 1899.....	28,918,840	456,629
Total number pieces outgoing handled in 1901 ..	245,784,171	
Total number pieces outgoing handled in 1900... ..	225,035,670	
Total number pieces outgoing handled in 1899... ..	218,175,633	20,748,501

RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.

Total pounds, 1901.....	6,561,886	Total pieces handled, 1901.	94,506,880
Total pounds, 1900.....	6,170,720	Total pieces handled, 1900..	89,721,778
Total pounds, 1899.....	5,611,977	Total pieces handled, 1899..	84,627,875

MAIL MATTER COLLECTED AND DELIVERED BY CITY  
DELIVERY.

Total pounds, 1901.....	18,437,827	Total pieces, 1901.....	378,194,367
Total pounds, 1900.....	14,327,056	Total pieces, 1900.....	301,034,920
Total pounds, 1899.....	10,946,669	Total pieces, 1899 .....	230,058,600

LOCAL DROP MAIL.

	1901. Pounds.	1901. Pieces.	1900. Pounds.	1900. Pieces.	1899. Pounds.	1899. Pieces.
Letters .....	904,961	54,297,660	779,836	46,760,160	536,494	32,189,640
Cards.....	36,968	5,545,200	35,899	5,309,850	34,013	5,101,950
Circulars.....	148,780	5,951,200	103,440	4,137,600	102,177	4,067,080
Second Class....	273,549	3,009,089	230,142	2,531,562	226,964	2,496,824
Third Class.....	289,788	5,795,760	272,006	5,440,120	264,999	5,299,980

RECEIPTS AND DISPATCH OF REGISTERED MAIL.

Total number, 1901.....	2,843,506
Total number, 1900.....	2,458,257
Total number, 1899.....	2,067,650

ISSUING AND PAYMENT OF MONEY ORDERS.

	Number.	Amount.
1901.....	1,157,718	\$8,895,089.32
1900.....	1,126,759	7,783,364.59
1899.....	968,509	6,827,852.05

# U. S. INTERNAL REVENUE COLLECTIONS

IN THE FIRST DISTRICT OF MISSOURI.

H. O. GRENNER, Collector.

	1896.	1897.	1898.	1899.	1900.	1901.
THE CITY OF ST. LOUIS.						
Lists (penalties, etc.).....	\$ 14,084 02	\$ 6,813 58	\$ 132,435 70	\$ 98,963 35	\$ 160,739 11	\$ 183,472 82
Spirits Stamps.....	982,413 08	881,316 48	1,124,829 74	685,729 77	168,865 18	120,998 89
Tobacco Stamps.....	3,188,070 78	3,755,293 74	5,627,080 61	8,000,783 62	9,515,395 18	8,885,848 32
Cigar and Cigarette Stamps .....	299,960 88	484,513 99	524,878 82	281,672 46	210,167 14	192,622 07
Snuff Stamps.....	1,875 90	1,172 22	1,756 02	2,002 56	1,788 12	1,574 19
Beer Stamps.....	1,948,686 05	2,005,224 90	8,015,508 03	3,885,760 87	4,286,181 76	4,302,891 02
Special Tax Stamps.....	132,133 66	137,641 44	164,030 75	176,871 29	177,609 16	185,497 10
Playing Cards.....	46 32	8 64	15 70	9 08	4 14	2 48
Mixed Flour.....	.....	.....	120 10	164 03	99 00	62 00
Documentary Stamps .....	.....	.....	698,886 92	928,504 95	985,898 63	494,911 23
Proprietary Stamps .....	.....	.....	145,983 42	216,000 26	219,801 59	122,706 72
Total.....	\$ 6,566,750 19	\$ 7,271,984 99	\$ 11,440,470 80	\$14,276,461 24	\$15,676,548 96	\$14,490,053 84

## IMPORTS AND EXPORTS OF THE UNITED STATES.

From the Bureau of Statistics, Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (-) twelve months 1900 and 1901.
	1899.	1900.	1901.	
<b>MERCHANDISE.</b>				
Imports—Free of Duty.....	\$ 350,897,330	\$ 343,293,761	\$ 391,517,145	\$+ 39,223,384
Dutiable.....	448,070,190	486,960,953	498,866,201	+ 12,077,248
Total.....	\$ 798,967,410	\$ 829,149,714	\$ 890,405,346	\$+ 51,255,632
Exports—Domestic.....	\$1,252,932,344	\$1,458,010,112	\$1,489,288,605	\$— 14,771,507
Foreign.....	22,535,627	24,986,001	27,275,584	+ 2,839,533
Total.....	\$1,275,467,971	\$1,477,946,113	\$1,465,514,189	\$— 12,431,974
Excess of Exports.....	\$ 476,500,561	\$ 648,796,399	\$ 565,108,798	\$— 63,687,606
<b>GOLD.</b>				
Imports.....	\$ 51,334,964	\$ 66,749,084	\$ 54,881,882	\$— 12,367,202
Exports.....	45,379,411	54,134,628	57,729,889	+ 3,595,266
Excess of Imports....	\$ 5,955,553	\$ 12,614,461	\$ 3,848,007	.....
Excess of Exports.....	.....	.....	.....	.....
<b>SILVER.</b>				
Imports.....	\$ 80,843,929	\$ 40,100,343	\$ 31,142,949	\$— 8,957,394
Exports.....	53,481,737	66,221,684	55,639,901	— 10,582,763
Excess of Exports.....	\$ 23,617,808	\$ 26,121,321	\$ 24,496,952	\$— 1,625,369

## IMPORTS AND EXPORTS OF MERCHANDISE.

## RAIL TRANSPORTATION.

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By E. S. TOMPKINS, Commissioner, St. Louis Traffic Bureau.

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The importance of St. Louis as the great central market of the Mississippi Valley has been materially strengthened during the past year by the development, construction and operation of the railroads reaching this city.

The trade territory directly tributary to this market has been largely increased by the buying up of completed roads, and the building of new lines.

When the Frisco System acquired the Kansas City, Fort Scott & Memphis and Kansas City, Memphis & Birmingham Railroads, they secured control of a line aggregating about 1,258 miles in the States of Kansas, Missouri, Arkansas, Mississippi, Alabama and the Indian Territory. They have also purchased the Fort Worth & Rio Grande, extending from Fort Worth to Brownwood, Texas, 141 miles, and, in addition to the absorption of these two properties, they have completed their line from Sapulpa, I. T., to Fort Worth, Texas, a distance of 290 miles.

The Missouri Pacific have secured control of the Denver & Rio Grande and the Rio Grande Western Railways, having 2,140 miles of track in Colorado, Utah and New Mexico. They have also acquired the New Orleans & Northwestern Railway, with 101 miles of road in Louisiana, as well as a number of smaller roads in other States.

The Wabash Railway have purchased the Omaha & St. Louis Railroad, Pattonsburg, Mo., to Omaha, Neb., 148 miles, which gives them their own rails into Omaha, as well as the short line between St. Louis and that point. They have also secured control of the Wheeling & Lake Erie Railroad, and they are now extending this line to Pittsburg, Pa.

The St. Louis, Kansas City & Colorado Railroad have completed their road, which is known as the "St. Louis Line," to Bell, Mo., 105 miles west of St. Louis, and they are now working on the road west of that point, and they expect to have their rails into Kansas City the latter part of 1902.

These changes have been the most important during the year, and the new territory opened to this market will prove valuable to the merchants of St. Louis, who are making every effort to extend their trade.

The acquisition of the Mobile & Ohio Railroad, with 860 miles, by the Southern Railway, gives that Company entrance into St. Louis over two lines, as they purchased the L., E. & St. L. Railway in 1900.

The Burlington, with over 8,000 miles of road, has passed to the control of the Great Northern and Northern Pacific Roads, and in turn, the Northern Securities Company has been organized with a capital of \$400,000,000 to take over all three properties. The change in ownership of the two roads mentioned, should not prove injurious to this market, but on the



other hand should improve their traffic arrangements with the Companies with which they have been merged, and in that way enable them to increase their service out of St. Louis to a larger territory.

The passenger service of the St. Louis lines is constantly being improved by the addition of finer equipment and the establishment of faster trains between St. Louis and other cities.

The St. Louis Union Station is the largest and one of the finest passenger stations in the world, and it has proven an important factor in the increase of passenger business through this gateway.

The construction and equipment of the St. Louis & O'Fallon and the St. Louis, Belleville & Suburban Roads, has aroused a great deal of interest, as both lines will be operated with electric motors, and their tonnage will consist almost entirely of soft coal. The steam lines have been defeated in competition with electric lines for suburban passenger service, but it remains for these two lines to demonstrate their ability to successfully compete with the steam roads for freight business.

A road known as the St. Louis Valley Line is now being constructed between East St. Louis and East Cape Girardeau. Track laying is now in progress, and it is reported that this line will pass into the hands of the St. Louis Southwestern Railway, as soon as it is completed, which will give that road an entrance into this city over their own rails.

The St. Louis, Memphis & Southeastern Railroad will be completed in 1902. It will connect the St. Louis & San Francisco Railroad Company's subsidiary lines with the main road, and will give St. Louis a new line to the Southeast. They will use the Frisco terminals in this city, and their tracks leading out of this city to a point this side of Pacific Junction, from which point they will construct about 170 miles of road, through Crystal City and Cape Girardeau to Luxora, from which point they now have a line which reaches the Frisco System at Deckerville, Ark., 28 miles west of Memphis, Tenn.

The construction of these new lines is no doubt due to the rapid development of the South and the West, and the increased volume of business which is seeking this market.

The railroads, realizing the importance of fast and economical transportation of freight, have, in the last year, spent large sums in improving their roadways leading from this city, and in the purchase of new equipment of increased capacity to handle our rapidly growing business.

A few years ago, the rule was freight cars of thirty to forty thousand pounds capacity, but now they are building cars of sixty, eighty and one hundred thousand pounds capacity.

With larger engines, cars of greater carrying capacity, and improvement of their track, by the elimination of many of the grades and curves, the railroads can handle a much larger volume of business at a lower average cost.

The strength of all great trade centers is in their facilities for fast and cheap transportation via the most direct and shortest routes, and the improvements made by the St. Louis lines in the past year, with those planned for the coming year are such as to encourage everyone interested in the growth and expansion of the trade of this city.

# **BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1901.**

## **AND COMPARISON WITH PREVIOUS YEARS.**

**AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT  
ST. LOUIS DURING 1901,**

**FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.**

				TOTAL TONS.
				2,256,619
				906,909
				1,102,126
				717,850
				249,240
				58,400
TONS TONS WEST TO EAST DURING 1901	1901			5,877,208
" " " " 1900	1900			8,425,044
" " " " 1899	1899			4,814,186
" " " " 1908	1908			4,159,809
" " " " 1897	1897			3,843,187
" " " " 1896	1896			2,984,459
" " " " 1895	1895			2,825,077
" " " " 1894	1894			2,060,222
" " " " 1893	1893			2,818,669
" " " " 1892	1892			2,942,396
" " " " 1891	1891			5,007,850

**FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.**

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	151,550	3,201,597	8,451,897
By Wagon.....		280,000	557,992
Merchants' Bridge.....	44,090		
The Wiggins Ferry.....	59,015	1,416,860	1,965,184
By Wagon.....		288,824	
The Carondelet Ferry.....	24,649		716,816
The Interstate Car Transfer.....	85,296		899,471
The Madison County Ferry.....			52,500
The St. Clair Ferry Co.....			20,000
Total Tons East to West during 1901			7,983,580
" " " " 1900			6,415,096
" " " " 1899			6,659,621
" " " " 1898			5,984,533
" " " " 1897			5,446,074
" " " " 1896			5,096,966
" " " " 1895			5,627,882
" " " " 1894			4,878,742
" " " " 1893			5,291,175
" " " " 1892			5,389,810
" " " " 1891			5,920,766
Total both Ways 1901			15,810,768
" " " " 1900			11,840,140
" " " " 1899			11,478,757
" " " " 1898			10,144,342
" " " " 1897			9,089,261
" " " " 1896			8,081,416
" " " " 1895			8,452,969
" " " " 1894			7,543,984
" " " " 1893			8,109,844
" " " " 1892			8,232,196
" " " " 1891			8,928,126

## STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH  
RAILROAD AND RIVER, FOR FOUR YEARS.

ROUTE.	1901.	1900.	1899.	1898.
Chicago & Alton R. R. (Mo Div.).....	175,578	108,610	109,907	121,196
Missouri Pacific R. R.....	1,290,548	1,275,087	1,106,178	1,058,151
St. Louis & San Francisco R. R. ....	690,084	617,608	552,778	491,818
Wabash Railway (West).....	576,297	440,982	888,924	440,567
St. Louis, Kansas City & Colorado R. R.....	80,517	88,558	40,990	28,888
Missouri, Kansas & Texas R. R.....	862,909	443,440	287,500	267,141
St. Louis-Southwestern Ry .....	111,678	.....	.....	.....
St. Louis, Iron Mountain & Southern R. R.....	2,059,912	1,987,037	1,812,990	1,278,964
Illinois Central R. R.....	1,881,505	1,670,889	1,425,876	1,400,678
Louisville & Nashville R. R.....	892,478	800,698	881,905	601,579
Mobile & Ohio R. R.....	966,188	951,888	788,874	661,040
Southern R. R .....	1,259,585	915,870	758,670	774,414
Baltimore & Ohio Southwestern R. R.....	1,034,583	987,830	1,059,831	779,629
Chicago, Alton & St. Louis R. R. (Main Line)..	608,027	434,346	861,609	236,049
Cleveland, Cincinnati, Chicago & St. L. R. R...	734,021	546,449	578,059	678,935
Terre Haute & Ind. R. R. (Vandalia Line)....	879,470	827,467	878,025	780,528
Wabash Railroad (East).....	926,815	789,914	885,354	648,248
Toledo, St. Louis & Western R. R .....	847,248	254,448	410,560	392,856
Chicago, Peoria & St. Louis R. R.....	911,858	834,456	555,410	434,458
Chicago, Burlington & Quincy R. R.....	501,151	468,867	897,748	262,945
St. Louis, Keokuk & Northwestern R. R.....	766,678	871,994	845,976	986,508
St. Louis, Chicago & St. Paul R. R.....	.....	.....	164,109	158,648
St. Louis, Peoria & Northern Ry.....	.....	.....	524,614	585,135
St. Louis, Troy & Eastern R. R.....	440,018	114,113	.....	.....
St. Louis, Belleville & Suburban Ry .....	1,472	.....	.....	.....
Upper Mississippi River.....	68,470	50,070	45,410	88,910
Lower Mississippi River.....	238,885	274,445	238,140	811,915
Illinois River.....	27,895	20,905	82,585	20,415
Missouri River.....	8,860	2,725	565	790
Ohio River.....	57,815	2,700	89,440	87,180
Cumberland and Tennessee Rivers.....	21,330	87,825	88,510	45,365
Upper Mississippi River by Rafts.....	50,550	73,840	71,960	57,060
Total in Tons .....	17,896,828	15,887,451	15,272,482	18,469,435
Total by Rail.....	17,433,528	15,375,441	14,805,872	12,962,850
Total by River.....	462,805	512,010	466,610	506,585

## STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY  
EACH RAILROAD AND RIVER FOR FOUR YEARS.

ROUTE.	1901.	1900.	1899.	1898.
Chicago & Alton R. R. (Mo. Div.).....	81,648	78,081	80,709	52,095
Missouri Pacific R. R.....	900,820	782,979	702,688	501,858
St. Louis & San Francisco R. R.....	905,877	896,702	725,941	538,608
Wabash Railway (West) .....	495,518	461,450	456,806	528,746
St. Louis, Kansas City & Colorado R. R.....	89,605	18,877	22,980	12,679
Missouri, Kansas & Texas R. R.....	843,085	268,593	252,197	246,948
St. Louis Southwestern Ry.....	43,150	.....	.....	.....
St. Louis, Iron Mountain & Southern R. R.....	1,651,009	1,187,429	941,154	581,502
Illinois Central R. R.....	705,244	680,581	568,084	437,160
Louisville & Nashville R. R.....	406,224	483,906	844,241	802,158
Mobile & Ohio R. R .....	437,405	483,880	534,428	385,710
Southern R. R.....	588,403	818,698	186,160	152,887
Baltimore & Ohio Southwestern R. R.....	298,071	826,287	288,199	442,512
Chicago, Alton & St. Louis R. R. (Main Line) ..	484,592	428,656	296,851	263,856
Cleveland, Cincinnati, Chicago & St. Louis....	448,818	447,712	433,946	453,862
Terre Haute & Ind. R. R. (Vandalia).....	451,130	409,527	446,668	444,673
Wabash Railway (East).....	622,326	618,558	565,746	414,137
Toledo, St. Louis & Western R. R .....	507,014	810,885	210,470	349,396
Chicago, Peoria & St. Louis R. R .....	818,973	872,652	226,040	146,014
Chicago, Burlington & Quincy R. R.....	441,778	449,743	869,612	286,554
St. Louis, Keokuk & Northwestern R. R.....	488,485	470,113	489,903	463,746
St. Louis, Chicago & St. Paul R. R.....	.....	.....	78,836	76,190
St. Louis, Peoria & Northern Railway.....	.....	.....	100,246	53,038
Upper Mississippi River.....	23,392	86,675	58,675	33,805
Lower Mississippi River.....	158,493	187,385	151,135	839,435
Illinois River.....	9,090	5,020	9,090	8,828
Missouri River.....	7,185	1,225	.....	800
Ohio River.....	.....	.....	.....	.....
Cumberland and Tennessee Rivers.....	11,111	15,275	9,805	17,215
<b>Total in Tons.....</b>	<b>10,862,336</b>	<b>9,425,889</b>	<b>8,469,598</b>	<b>7,478,902</b>
<b>Total by Rail.....</b>	<b>10,653,065</b>	<b>9,180,809</b>	<b>8,256,393</b>	<b>7,079,319</b>
<b>Total by River.....</b>	<b>209,271</b>	<b>245,580</b>	<b>203,205</b>	<b>399,583</b>

LOCAL AND THROUGH TONNAGE.

	1901.		1900.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local .....	18,082,116	72.82	11,895,894	71.78
Total tons freight received, through .....	4,884,212	27.18	4,491,557	28.27
Tons freight received by rail, local.....	12,569,811	72.10	10,888,884	70.79
Tons freight received by rail, through .....	4,884,212	27.90	4,491,557	29.21
Tons freight, excluding coal, received by rail, local.....	7,970,262	68.60	6,804,209	61.77
Tons freight, excluding coal, received by rail, through.....	4,560,548	36.40	4,210,933	38.28

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1901. Tons.	1900. Tons.	1899. Tons.
Baltimore & Ohio S. W. R. R.....	608,485	598,987	544,488
Chicago, Alton & St. L. " .....	100,692	86,062	84,838
C. & O. C. & St. Louis " .....	258,914	164,047	188,009
St. Louis & Iron M'tn " .....	.....	.....	.....
Vandalia " .....	421,549	406,512	414,894
Illinois Centra " .....	922,279	961,854	861,282
Wabash " .....	100,882	195,849	221,072
Louisville & Nashville " .....	554,752	474,176	378,046
Southern " .....	731,223	599,237	450,788
Mobile & Ohio " .....	298,672	265,125	228,817
Toledo, St. L. & Western " .....	40,218	94,787	167,472
Chicago, Peoria & St. L. " .....	408,029	868,766	295,861
Missouri Pacific " .....	.....	.....	463
St. L., Peoria & North'n " .....	.....	.....	426,172
St. L., Chi. & St. Paul " .....	.....	.....	50,874
St. L., Belleville & So. " .....	37,568	36,884	70,314
St. L., Troy & Eastern " .....	485,053	114,113	.....
St. L., Belleville & Sub. " .....	1,472	.....	.....
St. L. & San Francisco " .....	.....	.....	84
From Ohio River .....	52,515	.....	36,850
Total Tons.....	4,955,228	4,860,299	4,362,714

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1899.....	121,530 tons.	1894.....	186,494 tons.	1899.....	292,118 tons
1890.....	124,835 "	1895.....	207,784 "	1900.....	180,550 "
1891.....	139,050 "	1896.....	218,955 "	1901.....	200,797 "
1892.....	187,827 "	1897.....	172,933 "		
1893.....	173,658 "	1898.....	225,606 "		

Receipts of Anthracite Coal in 1899:	261,471 tons local;	80,647 tons through.
" " " 1900:	159,208 " "	21,842 " "
" " " 1901:	198,678 " "	7,124 " "

Receipts of Coke, 1901,	212,608 tons.
" " 1900,	158,858 "

**PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST  
ST. LOUIS TO NEW YORK, DURING 1901.**

DATE.	Meats, Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to May 31st .....	35	20½	41	30
June 1st to October 30th.....	35	17½	35	30
October 31st to December 31st .....	35	20½	41	30

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 3 cents lower than New York.

Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York rates.

Meats to Boston 3 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York.

**CLASS RATES.**

	1	2	3	4	5	6
To New York.....	87	75½	58	40½	35	29
To Boston .....	94	81½	63	44½	38	31
To Philadelphia.....	85	73½	56	38½	33	27
To Baltimore.....	84	72½	55	37½	32	26

Rate on Grain from St. Louis Elevators 1 cent per 100 lbs. more than East St. Louis rates.

Rates on other heavy freight from St. Louis 1½ to 5 cents per 100 lbs. more than East St. Louis rates.

**ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS  
TO SOUTHERN CITIES DURING 1901.**

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel.....	20	24	24
Pork per barrel.....	55	23	23
Grain per 100 lbs.....	13	20	20
Meat packed, per 100 lbs.....	18	30	30
Meat loose, per 100 lbs.....	18	30	30
Hay per 100 lbs.....	12	26	20

**PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN  
FROM EAST ST. LOUIS TO NEW YORK.**

	Per 100 lbs.
1891.....	1891 On Wheat.....29 cts.
1900.....	1901 On Corn.....29½ "
1900 On Grain (except Corn).....	1900 On Wheat.....27½ "
1900 On Corn.....	1900 On Corn.....29½ "
1900 On Corn.....	1900 Except Corn.....28½ "
1907 On Corn for Export.....	1900 On Corn.....30 "
1907 On Grain.....	1900.....29½ "
1900.....	1907.....32 2-15 "
1900.....	1900.....29 "
1904.....	1900.....29 1-7 "
1903.....	1904.....26 "
1900 On Grain.....	1900.....23 "

THE RIVERS.

River traffic during 1901 shows a slight falling off as compared with the previous year, but a small increase over 1899.

The total tons handled for the three years compare as follows:

	1901.	1900.	1899.
Tons received by steamboats and barges .....	412,255	458,670	394,650
Tons received by rafts .....	50,550	73,840	72,960
Tons shipped by steamboats and barges.....	209,271	245,580	203,205
Total.....	672,076	757,590	669,815

The business in the lower river was light, there being but a small movement of grain for export. In the upper river business was fairly satisfactory, although low water came early in August on account of the drouth. The passenger business was good, and shows a steady increase each year. There was quite an increase in the business of both the Illinois and Missouri Rivers.

There was a fairly good stage of water out to Cairo during the first half of the year, but in July the stage fell to six feet, to five feet in August and four to four and one-half during October and November. Navigation closed about December 15th, on account ice and low water.

It is probable that during the coming year a new element will be introduced into the commerce of the lower river, namely, the transportation of Texas oil to St. Louis. It is reported that arrangements are now being perfected to place a boat and two barges in the trade as soon as plans are completed for the delivery of the oil at New Orleans.

STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1901.

“DIAMOND JO” LINE.

Steamer Sidney,	Upper Mississippi River.
“ St. Paul,	“ “ “
“ Quincy,	“ “ “
“ Dubuque,	“ “ “

EAGLE PACKET COMPANY.

Steamer Spread Eagle,	Upper Mississippi River.
“ Bald Eagle,	Illinois River.
“ Grey Eagle,	Lower Mississippi River.
“ Josie,	“ “ “
“ Cape Girardeau,	“ “ “

## ST. LOUIS &amp; TENNESSEE RIVER PACKET COMPANY.

Steamer City of Memphis,	Tennessee River.
" City of Clifton,	Tennessee River.

## LEE LINE.

Steamer Peters Lee,	Lower Mississippi River.
" Rees Lee,	" " "
" Georgia Lee,	" " "

## ST. LOUIS &amp; MISSISSIPPI VALLEY TRANSPORTATION COMPANY.

Steamer S. H. H. Clark,	Lower Mississippi River.
" H. M. Hoxie,	" " "
" Henry Lourey,	" " "

## STEEL BARGE LINE.

Steamer J. H. McDougall,	Lower Mississippi River.
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## INDEPENDENT PACKETS AND TOWBOATS.

Steamer Chester,	Lower Mississippi River.
" City of Peoria,	Upper " "
" City of St. Louis,	Lower Mississippi River.
" Columbia,	" " "
" R. C. Gunter,	Illinois River.
" Jacob Richtman,	Upper Mississippi River.
" J. M. Richtman,	" " "
" Polar Wave,	" " "
" John K. Speed,	Lower " "
" Jack Frost,	Illinois River,
" Charlotta Boeckeler,	" "
" Saturn,	Upper Mississippi River.
" Satellite,	" " "
" Pathfinder,	" " "
" W. H. Grapevine,	Lower " "
" Seawing,	Upper " "
" Phil Davis,	" " "
" Pearlle Davis,	" " "
" Mayflower,	Tennessee River.
" Kit Carson,	Upper Mississippi River.
" Lumberboy,	" " "
" New Haven,	Illinois River.
" John Barrett,	Lower Mississippi River.
" Wash Honshell,	" " "
" J. Y. Lockwood,	" " "
" Fred Nellis,	Upper " "
" Parker,	" " "
" Ida Mac,	" " "
" Beaver,	Lower " "



Steamer	H. F. Frisbie,	Lower Mississippi River.
"	Russell Lord,	" " "
"	Dolphin,	" " "
"	Mary M. Michael,	Lower Mississippi River.
"	Flying Eagle,	Upper " "
"	Little Clyde,	Illinois River.
"	Lizzie Gardner,	Upper Mississippi River.
"	Polly,	" " "
"	Fritz,	Ohio River.
"	T. H. Davis,	Lower Mississippi River.
"	India Givens,	Upper " "
"	City of St. Sheffield,	" " "
"	Megiddo,	" " "
"	Herman Paepeke,	Ohio River.
"	Fordyce,	Upper Mississippi River.
"	Kennedy,	Lower " "
"	Julia,	Upper " "
"	Estella Grover,	Illinois River.
"	Speed,	" "
"	Clymax,	Upper Mississippi River.
"	Neptune,	" " "
"	Jack Rabbit,	" " "
"	Mascot,	" " "
"	Pilot,	" " "
"	Tenbroeck,	" " "
"	Woodruff,	" " "
"	Eagle,	Lower " "
"	Wanderer,	Upper " "
"	Vera,	Illinois River.
"	Bart. E. Linehan,	Upper Mississippi River.
"	J. R. Wheeler,	" " "
"	J. K. Graves,	Lower " "
"	Tarpin,	Illinois River.
"	G. N. Sively,	Upper Mississippi River.
"	Golden Gate,	Missouri River.
"	City of St. Joseph,	" "

## PLEASURE BOATS.

Steamer	Alice-Edna,	Steamer	George S,
"	Annie Russell,	"	Hill City,
"	Bonnie Lewis,	"	Mary "B,"
"	By-Jo,	"	Lotus,
"	Lulu G,	"	Lola,
"	Druid,	"	Duke,
"	Diana,	"	La Tosca,
"	Eloise,	"	Midia,
"	Elizabeth Hyde,	"	Midway,

Steamer Fannie M,	Steamer Monarch,
" Gypsy,	" Altonian,
" Glad Tidings,	" City of Providence,
" Gazel,	

UNITED STATES BOATS.

Steamer Sachem,	Steamer Lily,
" Choctaw,	" General Barnard,
" Wynoka,	" John N. Macomb,
" Nakomis,	" Mississippi,
" Leota,	" Vixen,
" General Gilmore,	" A. L. Abbott,
" Search,	" General Casey,
" General John Newton,	" C. R. Suter,
" Minnetonka,	" Titan,
" H. G. Wright,	" Colonel Patterson,
" Colonel A. W. Mackenzie,	" A. J. Whitney,
" C. W. Howell,	" T. B. Florence.
" No. 9.	

DEPTH OF CHANNEL SOUTHWARD IN 1901.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Mississippi and Ohio River Pilots' Society, was as follows:

ST. LOUIS TO CAIRO.

January 15 to 23, average.....	6¼ ft.	July 15 to 31 .....	6 ft.
February 26, " .....	6¼ "	August 1 to 29 .....	5 "
March 5 .....	6 "	Sept. 1 to 18 .....	4½ "
" 19, average.....	11 "	" 18 to 18 .....	4 "
April and May, " .....	10½ "	" 18 to 30 .....	4½ "
June 7, " .....	8½ "	Oct. 1 to 10 .....	4 "
" 15, " .....	12 "	Nov. 7 to 11 .....	4½ "
" 28, " .....	11½ "	" 11 to 25 .....	5½ "
July 1 to 5 .....	8 "	Dec. 7 to 20 .....	5 "

CAIRO TO NEW ORLEANS.

January .....	12 to 20 ft.	July.....	8½ to 16 ft.
February .....	16 to 25 "	August .....	7½ to 9½ "
March .....	22 to 24 "	September.....	6 to 14 "
April.....	20 to 25 "	October .....	8 to 12 "
May 1 to 19, average.....	15 "	November .....	10 to 15½ "
" 19 to 25, " .....	19 "	December .....	10 to 16 "

The city directrix is 33.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1826, and is 412.71 feet above mean Gulf level.

For the past thirty-four seasons navigation southward has been suspended by ice as follows:

Winter 1865-66, from December 15th to January 12th.....	27 days.
" 1866-67, " December 26th to February 8d.....	38 "
" 1867-68, " January 8th to February 18th .....	40 "
" 1868-69, open all winter.	
" 1869-70, from December 31st to December 28th .....	7 "
" 1870-71, " December 31st to January 23d.....	32 "
" 1871-72, " December 1st to 18th, and from January 30th to Feb. 24th....	42 "
" 1872-73, from November 29th to January 20th.....	51 "
" 1873-74, open all winter.	
" 1874-75, from December 30th to February 27th.....	58 "
" 1875-76, open all winter.	
" 1876-77, from December 8th to February 5th.....	58 "
" 1877-78, open all winter.	
" 1878-79, from December 16th to January 29th and February 14th to 17th....	46 "
" 1879-80, from December 17th to December 31st inclusive .....	15 "
" 1880-81, from Nov. 18 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to Feb. 18.....	78 "
" 1881-82, open all winter.	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	59 "
" 1883-84, from Dec. 18 to Feb. 5.....	48 "
" 1884-85, from Dec. 19th to 30th, and 35 days in January and February ....	47 "
" 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7th to Feb. 16th.....	55 "
" 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27 .....	49 "
" 1887-88, from Dec. 19 to Jan. 31.....	43 "
" 1888-89, open all winter.	
" 1889-90, open all winter.	
" 1890-91, open all winter.	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 20th to Feb. 15.....	57 "
" 1893-94, open all winter.	
" 1894-95, from January 1st to March 1st.....	59 "
" 1895-96, open all winter.	
" 1896-97, open all winter.	
" 1897-98, open all winter, but some ice running.	
" 1898-99, from Dec. 7th to 22nd, Jan. 1st to 10th, Jan. 30th to March 1st, 54 "	
" 1899-1900, from Dec. 30th to Jan. 18th and 24 days between January 28th and March 4th.....	37 "
" 1900-1901, during February .....	28 "
" 1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to——.....	

### STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1901:

	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Eurolled Wood Steamers.....	80	26,807	23,678
" " Iron and Steel Steamers...	8	2,999	2,525
" " Gasoline Vessels .....	1	27	25
" " Barges (wood) .....	49	87,874	87,805
" " Barges (steel) .....	2	2,324	2,324
" " Wood Steam Yachts.....	3	244	179
" " Gasoline Yachts (steel) ....	1	50	32
" " Sailing Yachts....	1	30	26
Licensed Steamers under 20 tons (wood).....	6	65	48
" " " 20 " (iron) .....	1	26	18
" Gasoline Vessels under 20 tons (wood) .	8	89	74
" Barges under 20 tons (wood).....	2	21	21
Temporary Licensed Barges under 20 tons (wood)	1	12	12
Licensed Sailing Yachts.....	1	9	8
" Steam Yachts.....	2	24	20
" Gasoline Yachts.....	1	9	9
Total.....	167	70,110	66,599

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo :

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1875..	August 3.....	29 ft.-11 in.	1875..	January 8.....	2 ft.- 9 in.
1876..	May 10 and 11.....	32 ft.- 5 in.	1876..	February 7.....	5 feet.
1877..	June 14.....	26 ft.- 6 in.	1877..	October 4.....	6 ft.-10 in.
1878..	June 15.....	25 ft.- 8 in.	1878..	December 27.....	5 ft.-11 in.
1879..	July 8.....	21 ft.- 2 in.	1879..	December 26.....	3 ft.- 6 in.
1880..	July 10, 11 and 12.....	25 ft.- 5 in.	1880..	November 29.....	2 ft.-10 in.
1881..	May 5.....	33 ft.- 7 in.	1881..	February 4, 5 and 6....	7 ft.- 7 in.
1882..	July 5.....	32 ft.- 4 in.	1882..	December 18.....	2 ft.-10 in.
1883..	June 25.....	34 ft.- 8 in.	1883..	January 12.....	4 ft.- 5 in.
1884..	April 9.....	28 ft.- 2 in.	1884..	January 4.....	3 ft.- 4 in.
1885..	June 17.....	27 feet.	1885..	December 16 and 17....	2 ft.- 1 in.
1886..	May 13.....	27 feet.	1886..	December 4 and 5.....	0 ft.- 0 in.
1887..	April 3.....	20.5 feet.	1887..	December 26 and 27....	0.8 feet.
1888..	June 3 and 4.....	29.3 feet.	1888..	January 1.....	3.5 feet.
1889..	June 1.....	24.4 feet.	1889..	February 27.....	2.7 feet.
1890..	June 30.....	20.7 feet.	1890..	December 30 and 31....	2.8 feet.
1891..	July 4.....	23.7 feet.	1891..	December 6.....	2.8 feet.
1892..	May 19.....	26.0 feet.	1892..	December 27.....	0.2 feet.
1893..	May 3.....	31.5 feet.	1893..	December 9.....	0.0 feet.
1894..	May 12.....	23.3 feet.	1894..	February 3.....	0.2 feet.
1895..	December 22.....	23.8 feet.	1895..	January 2.....	-0.5 feet.
1896..	May 26.....	27.7 feet.	1896..	December 11.....	3.8 feet.
1897..	May 3.....	31.0 feet.	1897..	December 24.....	0.4 feet.
1898..	May 23.....	27.2 feet.	1898..	December 11.....	0.8 feet.
1899..	April 27.....	25.6 feet.	1899..	February 1.....	0.7 feet.
1900..	March 16.....	23 ft.- 4 in.	1900..	January 2.....	2 ft.- 6 in.
1901..	April 18 and 19.....	22.4 feet.	1901..	December 19.....	-1.8 feet.

SUMMARY OF THE St. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1901.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1901 as determined from the records of the United States Weather Bureau.

MONTH.	Highest.	Date.	Lowest.	Date.
	ft. 10ths.		ft. 10ths.	
January .....	5	15-18	0 6	7
February .....	5	27	1 7	10
March .....	13 8	26	3 8	8
April.....	22 4	18-19	15 4	29-30
May.....	15 2	1	9 4	25
June.....	15 3	28	9 5	2
July.....	14 1	1	8 2	30, 31
August.....	8 4	2-3	3 7	31
September.....	5 2	22	2 2	17
October.....	4 4	21-22	2 8	4
November.....	4 1	1	2 9	30
December.....	7 5	27	-1 3	19

Highest stage during the year..... 22.4 feet, April 18th and 19th.  
Lowest stage during the year..... -1.8 " December 19th.  
Absolute range..... 23.7 "  
Greatest monthly range..... 15.0 " in March.  
Least monthly range..... 2.2 " in November.  
Mean range..... 5.6 "  
(- Indicated below zero of gauge.)

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1901  
FROM WEATHER BUREAU RECORDS.

1900.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	3.0	4.4	4.5	18.1	15.2	9.6	14.1	8.8	8.6	8.8	4.1	2.9
2.....	2.7	4.1	4.1	18.2	14.9	9.5	13.6	8.4	8.4	8.1	4.0	2.8
3.....	2.8	4.0	3.8	18.3	14.6	10.4	13.0	8.4	8.8	8.0	3.9	2.7
4.....	1.8	4.2	3.9	18.5	14.3	12.1	12.4	8.8	3.2	2.8	3.8	2.5
5.....	1.4	4.0	4.4	18.7	14.0	12.4	11.6	8.2	3.1	2.9	3.6	2.4
6.....	1.0	3.8	5.0	19.2	13.9	12.6	11.3	7.9	3.0	3.0	3.5	2.4
7.....	0.6	3.6	5.3	19.3	13.6	12.8	11.0	7.4	2.8	3.1	3.4	2.2
8.....	0.9	2.9	5.9	19.5	13.4	13.2	10.8	7.0	2.7	3.2	3.4	2.1
9.....	1.8	2.8	6.8	20.0	13.1	13.3	10.9	6.7	2.6	3.3	3.3	2.0
10.....	2.1	1.7	8.4	21.2	13.0	13.0	12.0	6.5	2.6	3.4	3.5	2.6
11.....	2.7	1.9	12.2	21.6	12.7	12.8	12.2	6.8	2.6	3.3	3.6	2.4
12.....	4.5	2.4	16.0	21.6	12.4	12.6	11.5	6.2	2.6	3.4	3.5	2.3
13.....	5.2	2.5	17.1	21.9	12.2	12.6	11.0	6.1	2.5	3.6	3.5	2.2
14.....	5.3	2.5	17.2	22.0	12.0	12.9	10.7	6.0	2.5	3.5	3.5	2.3
15.....	5.7	2.5	16.9	21.9	11.8	13.7	10.4	5.9	2.4	3.3	3.6	2.0
16.....	5.5	2.7	16.6	21.4	11.5	14.1	10.4	5.7	2.3	3.3	3.5	1.5
17.....	5.4	2.8	16.4	21.9	11.3	13.9	10.4	5.5	2.2	3.5	3.4	0.9
18.....	5.7	3.0	16.3	22.4	11.1	13.5	10.4	5.5	2.4	3.3	3.3	0.1
19.....	5.6	3.4	16.1	22.4	10.9	13.0	10.3	5.3	2.6	4.1	3.3	1.3
20.....	5.4	3.7	16.3	21.5	10.6	12.8	10.5	5.2	3.1	4.2	3.3	Frozen
21.....	5.1	3.5	16.1	20.3	10.3	12.9	11.0	5.1	4.4	4.4	3.3	Frozen
22.....	5.0	3.1	16.3	19.6	10.0	12.9	11.2	5.0	5.2	4.4	3.3	Frozen
23.....	5.2	3.0	17.6	18.9	9.8	13.3	10.5	4.9	5.1	4.3	3.3	2.2
24.....	5.3	3.5	18.1	18.4	9.7	14.0	10.0	4.8	4.7	4.3	3.4	2.9
25.....	5.1	3.8	18.7	17.6	9.4	14.5	9.5	4.7	4.3	4.1	3.3	3.4
26.....	4.9	4.6	18.8	17.0	10.0	14.7	9.1	4.6	4.0	4.0	3.2	7.0
27.....	4.9	5.2	18.7	16.4	10.3	14.9	8.8	4.3	3.8	4.0	3.1	7.5
28.....	4.9	4.9	18.3	15.9	10.6	15.3	8.6	4.2	3.6	4.0	3.0	7.1
29.....	4.8	.....	18.0	15.4	10.2	15.2	8.4	4.0	3.5	4.1	3.0	7.4
30.....	4.9	.....	17.8	15.4	10.0	14.7	8.2	3.9	3.4	4.1	2.9	6.3
31.....	4.8	.....	17.9	.....	9.7	.....	8.2	3.7	.....	4.1	.....	6.3
Sums .....	122.9	94.0	410.0	534.4	367.0	393.2	332.2	184.0	97.5	112.9	10.29	33.5
Means .....	4.0	3.4	13.2	17.5	11.9	13.1	10.7	5.9	3.2	3.6	3.4	3.2

## ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1901.

## ARRIVALS.

1901.	Up'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Ohio.	O'omb & Tenn.	Total Steam	Barge's O'ib's & Bo's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Miss'p.
January .....		19					12	15	5,240	
February .....		8					5	3	520	
March .....	18	46	6	4	1	12	87	40	26,765	
April .....	54	73	13	6	1	9	165	72	55,645	2,950
May .....	52	73	14	6	1	6	181	67	51,865	15,960
June .....	51	72	11	4		7	175	124	63,440	8,820
July .....	31	123	21	6	2	7	288	96	84,580	7,680
August .....	76	62	18	4		6	166	45	36,835	5,850
September .....	82	68	11	4		5	180	50	29,675	3,680
October .....	81	67	9	3		9	164	59	28,180	4,780
November .....	71	61	6	4		3	144	34	23,945	900
December .....	17	34	1			2	44	5	5,845	
Total .....	658	665	110	48	5	65	1,541	502	412,255	50,550

## DEPARTURES.

1901.	Up'r Miss.	Low'r Miss.	Ill- ois.	Miss- souri.	Tenn.	Ohio	Watts, 2nd & Vch'a.	Total Dep'ts	Tons Ship'd
January .....		14						14	10,400
February .....		3						3	400
March .....	23	47	7	8	9			87	27,815
April .....	68	71	11	4	7			161	26,005
May .....	65	78	13	7	6			166	32,160
June .....	81	77	13	5	4			180	20,508
July .....	87	118	20	5	9			238	31,350
August .....	73	62	13	4	6			168	18,843
September .....	60	55	10	4	5			134	14,426
October .....	77	55	11	7	7			167	19,600
November .....	71	69	8	3	7			148	10,000
December .....	11	25	1		4			41	4,085
Total .....	682	669	112	42	64			1,510	209,271

## ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

## SHIPMENTS BY SOUTHERN BOATS DURING 1901.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
Apples, Bbls.....		630	81
Ale and Beer, Pkgs.....	645	23,677	2,555
Bagging, Pieces.....	599	2,759	1,117
Barley, Sacks.....		102	
Barley, Bu.....			
Barbed Wire, Lbs.....	1,480	455,615	42,990
Butter, Lbs.....	100	11,545	700
Bran, Sacks.....	82,008	2,290	500
Cattle, Head.....		36	60
Corn, Sacks.....	15,010	7,527	10,451
Corn in Bulk, Bu.....	585,705		
Corn Meal, Bbls.....	26,647	12,021	11,086
Cotton, Bales.....			
Cotton Seed Meal, Tons.....			
Eggs, Pkgs.....			
Flour, Bbls.....	49,095	20,711	9,028
Hay, Tons.....	357	2,560	478
Horses and Mules, Head.....	83	1,450	188
Hogs, Head.....			
Hominy and Grits, Bbls.....	6,022	295	16
Pork, Bbls.....	499	52	
Hams, Lbs.....	45,740	392,690	78,078
Meats, Lbs.....	246,090	1,831,980	505,634
Lard, Lbs.....	118,635	485,875	117,196
Malt, Sacks.....		3,042	
Oats, Sacks.....	72,030	25,640	2,945
Oats in Bulk, Bu.....			
Onions, Pkgs.....	16	521	67
Potatoes, Pkgs.....	265	4,889	376
Rye, Sacks.....		537	190
Rye in Bulk, Bu.....			
Sheep, Head.....		706	
Tallow, Lbs.....			
Tobacco, Hhds.....		1	
Tobacco, Manfd. Lbs.....	8,300	106,235	26,463
Wheat, Sacks.....		5	85
Wheat in Bulk, Bu.....	1,828,244		
Whiskey, Bbls.....	75	1,717	28
White Lead, Lbs.....	23,400	266,545	33,290
Mdse. and Sundries, Pkgs.....	57,578	789,849	117,486
Total Tons.....	94,018	64,475	11,711

**SHIPMENTS BY BARGE LINES TO NEW ORLEANS DURING 1901.**

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**RIVER ACCIDENTS, 1901.**

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**APRIL 19.** The steamer Will J. Cummings sunk in the Tennessee River. Loss, \$10,000.

**MAY 12.** The steamer City of Paduch struck a snag and sunk near Grand Tower. Loss to boat and cargo, \$25,000. Four lives lost.

**AUGUST 20.** The steamer City of Golconda was wrecked by the high winds in the Ohio River. Loss to boat and cargo \$4,000. Sixteen lives lost.

**SEPTEMBER 4.** The steamer Gold Dust was destroyed by fire in the Ohio River. Loss \$30,000.

**NOVEMBER 22.** The steamer Rees Pritchard struck a snag and sunk in the Lower Mississippi River. Loss \$10,000.

**NOVEMBER 22.** The steamer Fritz struck and sunk in the Lower Mississippi River. Loss \$20,000.

**DECEMBER 19.** The steamer Kanawha Bell was carried over the locks in Kanawha River by the high winds and wrecked. Loss \$5,000. Eight colored deck-hands were drowned.

**DECEMBER 25.** The steamer Sun was destroyed by fire at Memphis. Four lives lost. Value of boat and cargo \$10,000.

**FREIGHT RATES TO NEW ORLEANS BY BARGES DURING  
1898, 1899, 1900 AND 1901.**

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1898.....	20	10	10	12½
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15

**MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES  
FROM ST. LOUIS TO NEW ORLEANS FOR SEVEN YEARS.  
ON CORN, PER BUSHEL.**

MONTH.	1896.	1898.	1897.	1898.	1899.	1900.	1901.
	Ots.	Ots.	Ots.	Ots.	Ots.	Ots.	Ots.
January.....	7	5	5	4	4	4	4
February.....	6	5	5	4	4	4	4
March.....	5	4	4	4	4	4	4
April.....	5	4	4	4	4	4	4
May.....	4½	4	4	4	4	4	4
June.....	4½	4	4	4	4	4	4
July.....	5	4	4	4	4	4	4
August.....	5½	4	4½	4	4	4	4
September.....	5½	5	5	4	4	4	4
October.....	*	5	*	4	4	4	4
November.....	*	5	*	4	4	4	4
December.....	7	5		4	4½	4	4

Wheat, ¼ to ½ cent per bushel more than Corn.

\* F. O. B. New Orleans.

During September, October and November, 1894, and October and November, 1895, navigation by barges was suspended on account of extreme low water, also during October, November and December, 1897, and 14 days in December, 1898, and 10 days in January, 1899, and closed again January 30th till March 1st, closed from December 30th, 1899, to January 18th, 1900, and 24 days between January 28th and March 4th, 1900; 1901, during February; 1901-1902, December 15th to January 15th.

**AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM  
ST. LOUIS TO NEW ORLEANS.**

YEAR.	In Sacks by Steamboat.	Wheat in Bulk by Barges.
	Cents per 100 lbs.	Cents per bushel.
1901.....	10	4.25 F.O.B., N. O.
1900.....	10	4.25
1899.....	10	4.50
1898.....	10	4.50
1897.....	15	4.98
1896.....	14.55	5
1895.....	12.50	5.95
1894.....	17.14	5.99
1893.....	17.54	6.55
1892.....	16.87	6.50
1891.....	16.28	6.88

**RATES ON FREIGHT TO MEMPHIS AND VICKSBURG  
DURING 1901.**

	Meat, per 100 lbs.	Grain, per 100 lbs.	Flour, per bbl.	Meal, in Sacks, per 100 lbs.
To Memphis, O. L.....	8	8	15	8
To Memphis, L. C. L.....	10	10	28	10
To Vicksburg, O. L. and L. C. L.....	15	15	30	17½

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1901 AND PREVIOUS YEARS.

YEARS.	White Pine Feet.	Shingles. No.	Latha. No.	Pickets. No.	Logs Sup. Feet.	Yell'w Pine. Feet.	Poplar. Feet.	Cotton-wood. Feet.	Cedar. Feet.	Chest-nut. Feet.
Total, 1901.....	22,451,546	11,198,250	12,885,550	147,960	8,110,600	.....	6,206,400	16,179,000	809,240	79,000
" 1890.....	38,702,761	17,109,250	18,503,950	145,000	4,411,198	.....	6,855,700	24,267,100	851,100	83,000
" 1899.....	42,292,900	21,066,200	11,862,150	265,000	1,926,500	.....	3,073,500	14,560,500	129,500	24,000
" 1898.....	39,952,100	15,006,700	9,547,350	80,000	750,400	.....	2,563,000	1,997,500	.....	1,000
" 1897.....	46,297,300	16,584,000	19,667,850	88,400	2,768,457	.....	3,120,200	14,040,000	191,000	.....
" 1896.....	64,565,400	16,415,200	13,416,900	312,400	9,252,500	.....	4,696,700	19,408,800	410,100	4,000
" 1895.....	74,161,899	24,766,937	38,033,570	1,708,584	18,678,861	12,000	4,200,711	2,991,020	86,801	.....
" 1894.....	87,333,823	35,773,000	21,354,350	1,503,500	0,411,105	6,666	5,764,314	6,119,735	.....	.....
" 1893.....	82,853,776	37,095,900	27,621,750	761,540	6,973,190	.....	5,472,578	17,729,000	.....	.....
" 1892.....	89,405,052	38,946,500	22,205,300	690,000	7,852,890	.....	5,809,327	19,833,824	.....	.....
" 1891.....	80,241,799	41,037,750	10,231,050	1,114,490	15,207,190	101,500	7,764,353	11,109,655	.....	.....
" 1890.....	71,739,010	45,449,150	26,836,650	608,638	0,065,062	257,500	10,629,000	5,588,800	.....	.....
" 1889.....	71,935,820	43,350,500	11,886,850	401,832	9,738,776	191,500	8,499,600	1,851,345	.....	.....
" 1888.....	73,311,837	25,743,500	44,650,867	273,744	8,318,890	501,000	10,578,000	8,734,010	.....	.....
" 1887.....	131,490,068	70,370,735	83,084,705	443,060	6,278,500	113,000	9,471,041	6,436,000	.....	.....

YEARS.	Cypress Feet.	Sycamore Feet.	Ash. Feet.	Oak. Feet.	Walnut, Feet.	Gum. Feet.	Maple. Feet.	Hick-ory Feet.	Cherry. Feet.	Elm. Feet.	Birch. Feet.	Maple, any. Feet.	Pecan. Feet.
Total, 1901.....	7,051,300	128,000	758,500	4,801,800	82,200	4,572,000	60,180	2,900	161,200	230,200	.....	.....	.....
" 1890.....	8,029,700	189,000	1,861,270	9,687,100	65,830	6,976,000	1,000	48,500	100	38,700	.....	198,000	16,000
" 1899.....	5,436,500	249,900	1,424,600	4,244,500	22,400	885,800	29,800	6,200	1,700	84,000	.....	.....	.....
" 1898.....	1,536,000	2,010	27,000	302,510	.....	1,000	.....	.....	.....	.....	.....	.....	.....
" 1897.....	2,107,700	20,800	159,000	1,870,800	10,900	.....	.....	14,800	.....	.....	.....	580	.....
" 1896.....	3,255,000	23,000	465,400	3,221,700	29,200	2,400	.....	88,700	800	49,000	.....	1,000	.....
" 1895.....	2,497,854	110,000	1,818,608	2,072,274	58,600	213,500	.....	56,800	.....	41,250	4,000	.....	.....
" 1894.....	844,837	90,141	1,862,891	2,202,190	176,430	250,490	7,000	41,829	3,400	.....	.....	.....	.....
" 1893.....	964,361	199,000	1,402,840	1,926,305	237,670	198,400	16,600	75,000	48,500	10,000	.....	.....	.....
" 1892.....	985,746	1,515,766	2,109,753	4,405,984	610,498	411,700	99,500	67,360	11,000	225,700	.....	.....	.....
" 1891.....	2,066,219	1,427,476	1,557,516	2,934,120	506,168	501,700	18,500	27,500	7,000	43,500	.....	.....	.....
" 1890.....	1,460,800	377,600	3,959,000	3,646,243	531,585	591,000	60,400	45,000	2,950	147,900	.....	.....	.....
" 1889.....	434,900	567,500	2,399,000	1,299,700	457,900	799,500	257,590	74,000	26,800	.....	.....	.....	.....
" 1888.....	557,000	146,000	4,696,000	1,733,079	1,108,900	435,000	284,000	235,600	109,000	.....	.....	.....	.....
" 1887.....	239,100	260,500	1,693,396	998,519	1,169,617	417,243	143,000	2,500	7,000	.....	.....	.....	.....

## FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows:

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1901 .....	179,201,418	102,859,089	25,929,048	19,852,880
1900 .....	99,079,153	190,398,489	82,160,642	18,682,509
1899 .....	109,635,161	206,185,283	41,085,082	18,717,161
1898 .....	148,058,394	205,394,289	49,883,912	16,515,405

Shipments from Galveston and New Orleans for the past three years compare as follows:

	WHEAT—Bu.		CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1901 .....	24,410,979	15,714,465	12,832,139	3,073,525
1900 .....	8,059,677	11,188,056	23,408,458	7,049,697
1899 .....	11,562,812	15,713,400	21,939,586	5,565,600
1898 .....	12,795,543	11,288,278	20,785,569	

Exports of grain from St. Louis were 8,122,973 bushels wheat, 2,162,798 bushels corn, 215,268 bushels oats and 5,060 bushels rye, of which 1,828,244 bushels wheat and 535,705 corn went by river via New Orleans, the balance going by rail to Atlantic and Gulf Ports. The bulk of the wheat by rail went to the Seaboard for export, destination not given. Of the corn 551,994 bushels went to Cuba and 67,245 bushels to Mexico. In addition to the amount exported via St. Louis 10,158,000 bushels were shipped by St. Louis exporters, direct from country points to the Seaboard, making the total export of grain for the year 20,664,099 bushels.

Exports of flour show quite an increase being 1,189,321 bbls. against 1,051,951 bbls. the previous year. Cuba took 181,318 bbls., Central America 11,250 bbls. and Porto Rico 925 bbls., while the larger part went to European countries, as will be seen by reference to the table of exports on next page.

All export flour is shipped in sacks and is reduced to barrels for convenience of comparison.

### SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS FOR FOURTEEN YEARS.

Year.	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
1901 .....	1,828,244	535,705	.....	.....	2,363,949
1900 .....	169,241	2,871,870	.....	273,049	3,314,160
1899 .....	234,720	1,748,517	.....	249,998	2,233,235
1898 .....	2,747,994	3,006,488	212,720	633,505	6,600,707
1897 .....	1,191,052	3,827,968	190,968	265,879	5,475,842
1896 .....	1,733,563	3,858,087	.....	436,558	10,527,208
1895 .....	483,614	1,251,808	.....	.....	1,690,417
1894 .....	1,042,193	1,263,810	.....	40,000	2,345,503
1893 .....	3,710,300	3,213,808	.....	75,430	7,079,538
1892 .....	5,149,708	3,228,645	.....	36,587	8,414,940
1891 .....	6,940,715	1,492,781	45,600	.....	8,468,546
1890 .....	1,409,449	3,717,849	.....	89,980	10,217,244
1889 .....	1,651,950	12,398,955	17,432	89,707	14,158,046
1888 .....	1,247,963	5,844,042	.....	160,584	7,252,578

## FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS  
AND RIVER

FOR THE YEAR 1901.

DESTINATION.	Flour, barrels	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bush'ls
To England .....	819,838	.....	.....	.....	.....
“ Germany.....	52,961	.....	.....	.....	.....
“ Russia .....	275	.....	.....	.....	.....
“ Scotland .....	172,222	.....	.....	.....	.....
“ Ireland.....	93,255	.....	.....	.....	.....
“ Turkey .....	3,299	.....	.....	.....	.....
“ Denmark.....	5,880	.....	.....	.....	.....
“ Norway .....	26,867	.....	.....	.....	.....
“ Holland .....	125,420	.....	.....	.....	.....
“ Belgium.....	24,682	.....	1,075	.....	.....
“ Italy.....	4,172	.....	.....	.....	.....
“ Spain.....	4,619	.....	.....	.....	.....
“ Nova Scotia .....	911	.....	.....	.....	.....
“ Sweden .. ..	6,580	.....	.....	.....	.....
“ Finland .. ..	8,707	.....	.....	.....	.....
“ Newfoundland.....	3,365	.....	.....	.....	.....
“ Canada .....	450	.....	.....	.....	.....
“ Cuba .....	181,818	.....	551,994	208,727	.....
“ Central America.....	11,250	.....	.....	.....	.....
“ Mexico .....	.....	.....	67,245	5,291	.....
“ South America.....	5,904	.....	.....	.....	.....
“ South Africa.....	280	.....	.....	.....	.....
“ Porto Rico.....	925	.....	.....	.....	.....
“ Iceland.....	220	.....	.....	.....	.....
“ Seaboard for Export .....	136,526	6,294,729	1,006,779	1,250	5,060
Total for Export by Rail .....	1,189,821	6,294,729	1,627,098	215,268	5,060
Total for Export by River.....	.....	1,828,244	535,705	.....	.....
Totals.....	1,189,821	8,122,973	2,162,798	215,268	5,060

**EXPORTS OF WHEAT FROM THE UNITED STATES.**

As reported by the Bureau of Statistics, Washington.

**EXPORTS OF CORN FROM THE UNITED STATES.****EXPORTS OF OATS FROM THE UNITED STATES.**

New York.....	23,864,946	12,943,153	8,819,444	8,457,228
Baltimore.....	4,859,696	4,005,107	3,972,810	3,652,810
Boston and Charlestown.....	8,834,673	4,853,439	4,345,995	3,500,245
Newport News.....	3,038,787	7,548,204	2,227,818	2,824,566
Philadelphia.....	5,772,674	7,674,487	6,742,988	2,824,449
New Orleans.....	1,662,856	923,729	1,569,192	2,510,251
Chicago.....				565,805
San Francisco.....	80,911	102,365	147,542	81,083
All other districts.....	2,279,429	3,034,808	4,269,871	1,553,811
Total bushels.....	49,888,912	41,085,082	32,095,160	25,929,048

**STATEMENT OF BULK GRAIN EXPORTED FROM NEW ORLEANS, DURING  
1901 AND COMPARISONS WITH PREVIOUS YEARS.**

As Reported by Chief Grain Inspector.

TO	1901. Wheat.	1901. Corn.	1901. Oats.	1901. Barley.
England.....	7, 89	8, 81	894,259	.....
Holland.....	8, 89	.....	.....	.....
Germany.....	8, 45	1, 88	.....	.....
Belgium.....	8, 79	1, 68	.....	.....
France.....	88	1, 88	1,484,141	.....
Spain.....	46	.....	84	.....
Ireland.....	00	1, 90	.....	.....
Scotland.....	80	28	.....	.....
Italy.....	89	.....	.....	.....
Denmark.....	82	988,864	.....	.....
Mexico.....	00	268,527	.....	.....
Total bushels, 1901.....	24,465,786	11,926,808	1,838,400	.....
Total bushels, 1900.....	7,791,467	22,999,067	1,126,177	162,809
Total bushels, 1899.....	11,808,885	21,897,728	808,248	.....
Total bushels, 1898.....	13,188,656	19,971,665	1,610,184	.....
Total bushels, 1897.....	10,195,696	27,239,639	1,866,068	.....
Total bushels, 1896.....	3,842,318	26,102,114	284,000	.....
Total bushels, 1895.....	848,751	8,796,706	.....	.....
Total bushels, 1894.....	3,886,870	5,263,871	.....	.....
Total bushels, 1893.....	12,791,477	6,257,369	.....	.....

**STATEMENT OF BULK GRAIN EXPORTED FROM GALVESTON DURING  
1901, AND COMPARISONS WITH PREVIOUS YEARS.**

As Reported by Chief Grain Inspector.

TO	1901. Wheat.	1901. Corn.
England.....	2,221,102	.....
Germany.....	4,777,008	.....
Holland.....	2,886,416	.....
France.....	912,500	.....
Ireland.....	49,000	.....
Belgium.....	2,796,518	.....
Italy.....	108,800	.....
Scotland.....	332,206	.....
South America..	136,200	.....
Total bushels, 1901.....	15,226,880	.....
Total bushels, 1900.....	10,718,128	2,068,611
Total bushels, 1899.....	14,196,042	8,046,687

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,  
PER BUSHEL BY STEAMER FROM ST. LOUIS TO LIVERPOOL  
VIA NEW ORLEANS, 1901 AND 1900.**

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**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,  
PER BUSHEL FROM ST. LOUIS TO LIVERPOOL VIA RAIL  
TO NEW YORK DURING 1901 AND 1900.**

Month.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1901.	1900.	1901.	1900.	1901.	1900.
January.....	12.80	15.80	4½	4½	17.35	20.35
February.....	12.80	15.80	3½	6½	16.35	22.35
March.....	12.80	10.50	2½	7½	15.35	18.00
April.....	12.80	10.50	2½	7½	15.35	18.00
May.....	12.80	10.50	1½	7½	14.35	18.00
June.....	10.50	10.50	2½	5½	13.00	16.00
July.....	10.50	10.50	2½	5½	13.00	16.00
August.....	10.50	10.50	1½	7½	12.00	17.50
September.....	10.50	10.50	1½	9	12.00	19.50
October.....	10.50	10.50	2½	7½	13.00	18.00
November.....	12.80	18.00	2½	6	15.35	24.00
December.....	12.80	18.00	2½	6	15.35	24.00

**AVERAGE RATE OF FREIGHT ON WHEAT PER  
BUSHEL BY STEAMER FROM NEW ORLEANS  
TO LIVERPOOL DURING 1901 AND 1900.**

**AVERAGE RATE OF FREIGHT ON WHEAT  
PER BUSHEL BY STEAMER FROM NEW  
YORK TO LIVERPOOL DURING 1901 AND 1900.**

Month.	Rate in Cents.		Month.	Rate in Cents.	
	1901.	1900.		1901.	1900.
January...	8 to 8½	8½ to 10½	January...	4½	6½
February...	7½	10½	February...	3½	6½
March.....	6½	11	March.....	3½	7½
April.....	6	10 to 11	April.....	2½	7½
May.....	4½	10	May.....	1½	7½
June.....	4	9 to 10	June.....	2½	6½
July.....	7	10 to 10½	July.....	2½	6½
August.....	8½	11 to 11½	August.....	1½	7½
September...	8½	10½ to 12	September...	1½	9
October...	8½	11	October...	2½	7½
November...	8	9½ to 10	November...	2½	6
December...	5	9 to 10	December...	2½	5



# **AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.**

**FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.**

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1881	20	6	32	.....	.....
1882	20	6 5-12	29½	22 2-8	23½
1883	17½	5½	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21½
1885	15	6 2-5	22 1-7	15 1-9	20½
1886	16	6½	29	16 1-6	24
1887	18½	6	32 2-15	15	24½
1888	15	6½	29½	15 1-6	22.95
1889	17.93	5.95	28½	17 1-8	24.97
1890	15.66	6.53	27½	14 1-8	21.43
1891	16.23	6.37½	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.73	11.69	18.71
1895	13.00	5.95	23.57	12 1-8	18.33
1896	14.54	5.00	23.00	13.50	19-67½
1897	10.83	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.33	14.64	18.41
1901	10.00	*4.25	19.33	9.48	14.03

\*F. O. B. New Orleans.

## COTTON.

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St. Louis, September 1st, 1901.

The cotton crop of the United States for the cotton year, ending August 31st, 1901, was 10,383,422 bales, an increase over the previous year of about 10%.

The gross receipts at St. Louis were 973,497 bales, an increase of over 21%. Net receipts were 239,628 bales, an increase of over 55%.

This statement shows a gratifying increase in the cotton business of St. Louis, especially in the net receipts, which show the amount handled in this city. A notable feature of the year was the continued increase in the amount of round-bale cotton handled, which amounted to 5,723 large and 280,057 small bales, all of which was handled here and was therefore net receipts.

Mr. Henry G. Hester, Secretary New Orleans Cotton Exchange, makes the following statement as to value of this and previous crops:

"On the basis of middling, which represents the average of the crop, a fair average of price for the United States is 9.33 cents per pound, which compares with 7.65 cents for last year and 4.88 for 1898-99, the highest price touched during the season having been 11.12 and the lowest 7.56.

"The average commercial value of the crop is \$47.63 per bale, against \$38.55 last year, \$25.08 the year before and \$28.62 in 1898-99.

"The total value of the crop compares with the previous five years, as follows:

### VALUE OF COMMERCIAL CROP.

1900-1901.....	10,383,422	\$494,567,549
1899-1900.....	9,486,416	363,784,820
1898-99.....	11,274,840	282,772,987
1897-98.....	11,199,994	320,552,606
1896-97.....	8,757,964	321,924,834
1895-96.....	7,157,346	294,095,347
1894-95.....	9,901,251	297,087,530

"This shows an increase in values over last year of \$130,782,729, and over the crop of 1898-99 (which was 891,418 bales greater), of \$211,794,562. When it is considered that the two past crops sold in the cotton States for \$858,352,369, their importance in bringing prosperity to the South may be fully appreciated."

The average weight of St. Louis standard bales was 511 pounds, and average value per bale \$42.78. The lowest quotations for middling was 7 11-16 in May and June, and the highest 10 $\frac{7}{8}$  in September. The largest receipts were from Arkansas, but the largest increase was from Texas, being 383,940 bales as compared with 185,961 the previous year; Oklahoma contributed 35,963 bales.

The amount exported was larger than usual. England took 190,307 bales, Germany 102,205 bales, nearly three times as much as previous year, while the shipments to Japan were 7,677 bales, as against 1,476 bales the year before. About 5,000 bales were consumed in the city mills in the manufacture of cloth and batting.

The stock in warehouse at the end of the year was 34,378 standard bales.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1900-1901. ....	987,497	733,869	239,628
1899-1900. ....	802,769	648,695	154,074
1898-99. ....	989,959	814,830	175,629
1897-98. ....	899,229	771,712	127,517
1896-97. ....	570,418	455,516	114,897
1895-96. ....	565,683	474,796	90,887
1894-95. ....	926,285	781,694	144,591
1893-94. ....	635,421	462,032	163,389
1892-93. ....	474,024	301,186	172,838
1891-92. ....	723,628	425,737	297,891
1890-91. ....	706,469	400,454	306,015
1889-90. ....	538,910	311,823	227,087
1888-89. ....	584,572	323,619	260,953

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1900-1901.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1900. ....	37,592	20,353	57,950	16,274
October. ....	116,768	119,102	235,870	188,919
November. ....	83,080	171,701	254,781	189,790
December. ....	64,463	153,974	218,442	178,489
January, 1901. ....	27,971	66,418	94,389	153,765
February. ....	15,021	45,150	60,171	65,475
March. ....	14,001	36,533	50,539	63,562
April. ....	7,991	24,335	32,326	41,162
May. ....	5,524	25,945	31,469	44,594
June. ....	3,918	34,839	38,257	38,277
July. ....	3,089	25,601	28,690	59,921
August. ....	233	10,403	10,641	36,200
Total bales. ....	379,656	733,869	1,113,525	1,031,393
Deduct for $\frac{1}{2}$ round bales. ....	140,028	.....	140,028	140,028
Net total, standard bales. ....	239,628	733,869	973,497	991,370

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1900-01.	1899-1900.	1898-99.
St. Louis, Iron Mountain & Southern R. R. ....	465,624	398,539	507,750
Missouri Pacific R. R. ....	.....	1,682	.....
Mobile & Ohio R. R. ....	58,876	103,564	100,873
St. Louis & San Francisco R. R. ....	118,102	112,972	113,105
St. Louis & Southwestern R. R. ....	71,403	79,294	43,822
Illinois Central R. R. ....	63,264	40,522	36,771
Missouri, Kansas & Texas R. R. ....	309,632	127,949	212,855
Chicago & Alton R. R. ) West) ....	.....	.....	50
Wabash R. R. (West) ....	68	437	999
Keokuk & Northwestern R. R. and O. B. & Q. R. R. ....	16,598	1,699	1,423
Louisville & Nashville R. R. ....	5,261	6,421	3,429
Lower Mississippi River Boats. ....	3,491	6,922	10,237
Cumberland and Tennessee River Boats. ....	1,216	250	1,254
Total Bales. ....	1,113,525	880,251	1,028,873
Deduct for light bales. ....	140,028	77,433	33,414
Net total. ....	973,497	802,769	999,959

STATEMENT SHOWING THE SOURCES OF SUPPLY OF  
COTTON FOR FOUR YEARS.

	1900-01. Bales.	1899-1900. Bales.	1898-99. Bales.	1897-98. Bales.
From Arkansas.....	402,881	350,972	437,537	509,896
" Texas.....	338,940	185,961	252,479	178,617
" Missouri.....	16,034	11,480	20,112	27,124
" Tennessee.....	60,687	78,649	92,021	80,788
" Mississippi.....	65,010	98,914	68,772	44,948
" Indian Territory.....	96,573	48,341	59,888	40,661
" Alabama.....	11,576	16,795	20,630	5,833
" Kentucky.....	37	518	52	217
" Louisiana.....	41,236	68,741	27,038	11,840
" Kansas.....	149	264	1	897
" Oklahoma.....	25,968	32,326	20,269	758
Total Receipts.....	1,118,535	990,251	1,028,878	899,229
Deduct for half round bales.....	140,028	77,482	88,414	.....
Net receipts.....	978,507	912,769	940,464	899,229

## DIRECTION OF SHIPMENTS.

	1900-01. Bales.	1899-1900. Bales.	1898-99. Bales.
For Export to England.....	190,807	108,484	271,531
" Germany.....	102,206	86,431	26,894
" France.....	8,509	10,544	6,343
" Belgium.....	4,542	1,526	815
" Holland.....	115	2,621	288
" Sweden.....	600	47	.....
" Austria.....	2,085	3,477	8,622
" Russia.....	102	2,074	890
" Italy.....	49,619	28,142	23,631
" India.....	100	.....	.....
" Norway.....	.....	50	.....
" Nova Scotia.....	269	828	.....
" Canada.....	31,874	30,198	30,884
" Switzerland.....	286	274	.....
" Spain.....	878	2,752	.....
" Seaboard.....	1,788	.....	.....
" Japan.....	7,677	1,476	12,977
Total Bales exported.....	890,046	228,058	577,518
Shipped to points in United States.....	642,352	679,037	596,063
Total Shipments, Bales.....	1,532,398	907,095	1,173,581
Deduct for half round bales.....	140,028	77,482	80,540
Net shipments standard bales.....	1,392,370	829,613	1,093,041

## SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

**SHIPMENTS TO UNITED STATES PORTS AS REPORTED  
BY ST. LOUIS COTTON EXCHANGE.**

	Bales.		Bales.
To Boston.....	131,269	To Newport News.....	17,922
" Providence.....	5,228	" Louisville.....	943
" New York.....	91,137	" New Orleans.....	4,794
" Philadelphia.....	3,946	" Portland, Maine.....	5,386
" Baltimore.....	6,996	" Pacific Coast.....	4,301
" Pensacola.....	12,771		

Since 1898-99 half round bales have been reduced to the equivalent of Standard bales.

**REPORT OF COTTON COMPRESSED AT ST. LOUIS.**

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1901.....	92,231	66,656	34,378
1900.....	67,597	111,558	8,803
1899.....	124,906	97,219	46,962
1898.....	120,605	103,205	25,077
1897.....	109,297	119,493	7,677
1896.....	111,617	100,838	17,878
1895.....	161,219	171,451	7,549

**COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED  
BY THE NEW ORLEANS COTTON EXCHANGE.**

	1900-1901.	1899-1900.	1897-8.
Alabama.....	1,000	1,044	1,159
Arkansas.....	762	750	834
Florida.....	45	50	70
Georgia.....	1,295	1,309	1,536
Louisiana.....	719	625	590
Mississippi.....	950	1,230	1,522
North Carolina, etc.....	542	561	583
South Carolina.....	911	921	1,012
Tennessee, etc.....	350	355	414
Texas and Indian Territory.....	3,809	2,951	3,555
Total crops—bales.....	10,383	9,436	11,275

**VALUE OF COMMERCIAL CROP.**

	Bales.	Value.
1900-1901.....	10,383,422	494,567,549
1899-1900.....	9,436,416	363,784,820
1898-99.....	11,274,840	\$282,772,987
1897-98.....	11,199,994	320,552,606
1896-97.....	8,757,964	321,924,834

**TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF  
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.**

	1899-1900.	1900-01.	1899-1900.	1899-90.
Average weight per bale.....	lbs.	lbs.	lbs.	lbs.
United States standard bales.....	510.28	504.12	513.96	
St. Louis Receipts " ".....	511	508	410	
" " round ".....	500	425	552	
" " half ".....	290@370	250@270	275	

Average value per bale St. Louis Receipts, 1899-1900, \$43.34; 1900-01, \$42.78.

**THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.**

**GENERAL CROP MOVEMENT, SEASONS 1900-01 AND 1899-1900.**

From New Orleans Cotton Exchange Report.

**CONSUMPTION UNITED STATES.**

	1900-01. Bales.	1899-1900. Bales.	
Total Crop United States.....	10,888,422	9,438,416	
Stock at Ports beginning of year.....	88,162	897,162	
<b>TOTAL SUPPLY—</b>	<b>10,471,554</b>	<b>9,838,578</b>	
Exported during year.....	6,588,758	8,950,092	
Sent to Canada.....	102,538	108,951	
Burnt at Delivery Ports.....	1,288	19,991	
Stock at close of year.....	240,534	88,162	
	<b>6,868,068</b>	<b>8,168,166</b>	
Total takings for consumption, U. S.....	2,568,501	3,665,412	
Of which—Taken by spinners in Southern States, Total.....	1,620,961	1,397,112	
Taken by Northern spinners.....	1,947,540	2,268,300	

# STATEMENT SHOWING THE ENTIRE RECEIPTS.

By—	Flour Barrels.	Wheat. Bush.	Corn. Bush.	O B	Rye. Bush.	Barley. Bush.
Chicago & Alton R.R. (Mo. Div.)	248,885	812,800	419,900	35	5,260	2,350
Missouri Pacific R. R.	497,565	6,421,010	1,668,490	10	28,500	9,358
St. Louis and San Francisco R. R.	173,815	3,581,800	568,800	10	.....	.....
Wabash R. R. (West)	273,275	697,386	1,882,885	1,	54,472	8,289
St. Louis, Kas. City & Colo. R. R.	.....	840,800	8,000	.....	.....	.....
Mo., Kansas & Texas R. R.	48,215	1,051,418	404,175	15	750	.....
St. Louis Southwestern R. R.	.....	133,665	.....	.....	.....	.....
St. L., Iron Mount. & So. R. R.	8,810	420,190	.....	.....	.....	.....
Illinois Centra. R. R.	28,195	868,195	912,640	10	11,250	147,400
Louisville, Henderson & St. L. R. R.	.....	1,800	2,400	.....	.....	.....
Louisville & Nashville R. R.	8,830	18,651	.....	15	.....	.....
Mobile & Ohio R. R.	1,775	114,575	.....	.....	750	.....
Southern R. R.	27,860	82,800	1,600	.....	.....	.....
Baltimore & Ohio S. W. R. R.	1,940	25,600	14,400	10	10,500	.....
Chicago & Alton R. R.	80,870	242,400	2,779,045	1,	27,813	108,750
Cleveland, Cin. Chi. & St. L. R. R.	1,535	82,400	106,400	10	18,862	.....
Vandalia & Terre Haute R. R.	18,410	28,140	78,910	15	7,876	.....
Wabash R. R. (East)	16,065	68,800	1,282,400	1,	44,250	27,000
Toledo, St. Louis & Western R. R.	715	40,650	57,200	10	63,000	.....
Chicago, Peoria & St. Louis R. R.	161,640	540,800	2,024,000	3,	54,000	980,000
Chicago, B. & Q. R. R.	116,700	1,184,800	3,538,400	2,	146,250	287,750
St. L., Keokuk & N. W. R. R.	497,790	2,756,700	4,972,000	4,	213,750	879,500
Upper Mississippi River	12,416	252,884	86,835	15	1,951	.....
Lower " "	7,870	1,297,946	7,665	10	690	140
Illinois " "	2,675	188,938	78,215	10	3,006	.....
Missouri " "	75	60,770	15,210	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	182	.....	.....	.....	.....
Driven and Express	.....	450,480	500,000	400,000	.....	.....
<b>Total Receipts</b>	<b>2,170,548</b>	<b>20,880,805</b>	<b>20,834,080</b>	<b>15,728,130</b>	<b>686,810</b>	<b>1,989,998</b>
<b>Flour manufactured</b>	<b>1,505,234</b>	.....	.....	.....	.....	.....
<b>In Store, January 1st, 1901</b>	<b>64,608</b>	<b>5,972,856</b>	<b>345,159</b>	<b>19,841</b>	<b>11,896</b>	<b>75,140</b>
<b>Total movement</b>	<b>8,740,380</b>	<b>26,853,161</b>	<b>21,180,219</b>	<b>15,747,471</b>	<b>698,496</b>	<b>2,015,138</b>

## MOVEMENT IN FLOUR AND GRAIN FOR 1901.

## SHIPMENTS.

By—	Flour, Bbls.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Rye, Bush.	Barley Bush.
Chicago & Alton R. R. (Mo. Div)	969	1,000	5,290	.....	3,805	880
Missouri Pacific R. R.....	19,020	.....	158,880	888,025	.....	.....
St. Louis and San Francisco R.R.	7,280	4,820	733,090	210,760	21,510	.....
Wabash R. R. (West).....	2,550	6,400	114,813	43,305	14,184	.....
St. Louis, Kansas City & Col. R. R.	820	.....	19,500	58,240	.....	.....
Missouri, Kansas & Texas R. R.	15,006	23,370	928,381	1,106,685	87,681	.....
St. Louis Southwestern R. R. ...	81,259	146	578,872	806,435	1,107	.....
St. Louis, Iron Mount. & So. R.R.	290,544	75,323	1,377,480	1,629,575	8,019	.....
Illinois Central R. R.....	406,794	2,199,491	2,767,521	2,047,895	84,920	4,058
Louisville, Henderson & St. L. R.R.	312,128	522,445	2,096,824	105,290	171,502	43,985
Louisville & Nashville R. R.....	83,142	1,708,562	1,633,622	1,110,350	80,115	2,985
Mobile & Ohio R. R. ....	205,332	682,350	3,486,609	2,145,240	1,210	.....
Southern R. R.....	371,115	1,717,485	1,501,415	267,665	114,725	84,295
Baltimore & Ohio S. W. R. R....	55,330	1,702,184	899,830	20,960	15,758	5,542
Chicago & Alton R.R.....	164,427	108,665	8,850	4,385	.....	.....
Cleve. Cin., Chicago & St. L. R. R.	304,345	2,318,270	279,795	14,710	24,785	.....
Vandalia & Terre Haute R. R....	81,062	1,509,866	275,695	25,370	5,352	.....
Wabash R. R. East).....	70,380	138,150	29,465	11,060	45	.....
Toledo, St. Louis & Western R. R.	396,143	1,430,805	159,920	6,075	.....	.....
Chicago, Peoria & St. Louis R.R.	56,814	827,015	6,275	1,060	.....	.....
Chicago, Burl. & Quincy R. R....	2,660	124,965	4,980	985	2,585	.....
St. Louis, Keokuk & N. W. R. R.	2,397	87,590	38,080	1,325	5,967	.....
Upper Mississippi River.....	3,775	684	300	2,890	56	261
Lower ".....	69,806	1,828,359	603,316	488,350	1,208	238
Illinois ".....	882	23	.....	1,745	23	.....
Missouri ".....	55	.....	.....	1,250	562	12
Ohio, Cumb & Tenn. Rivers.....	9,028	191	31,353	14,725	428	.....
Driven and Express.....	.....	.....	.....	.....	.....	.....
<b>Total Shipments .....</b>	<b>2,961,563</b>	<b>17,012,659</b>	<b>17,718,656</b>	<b>10,511,305</b>	<b>490,517</b>	<b>92,201</b>
<b>Ground in City Mills.....</b>	<b>.....</b>	<b>6,160,258</b>	<b>1,097,492</b>	<b>300,000</b>	<b>13,750</b>	<b>.....</b>
<b>City consumption .....</b>	<b>718,095</b>	<b>.....</b>	<b>1,854,026</b>	<b>4,897,195</b>	<b>79,896</b>	<b>1,919,508</b>
<b>Stock on hand Dec. 31, 1901 .....</b>	<b>60,732</b>	<b>3,660,244</b>	<b>1,010,045</b>	<b>38,971</b>	<b>114,833</b>	<b>3,429</b>
<b>Total movement.....</b>	<b>3,740,390</b>	<b>26,833,161</b>	<b>21,180,219</b>	<b>15,747,471</b>	<b>698,496</b>	<b>2,015,133</b>



RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH  
WEEK FOR THE YEAR 1901.

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH  
WEEK FOR THE YEAR 1901—Continued.

**SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF  
EACH WEEK FOR THE YEAR 1901.**

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH  
WEEK FOR THE YEAR 1901—Continued.

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT  
ST. LOUIS FOR PAST FOUR YEARS.**

ARTICLES.	1898.	1899.	1900.	1901.
Flour, receipts..... bbls.	1,358,088	1,514,315	1,869,070	2,170,548
Flour, amount manufactured bbls.	1,054,875	1,166,439	1,346,059	1,505,234
Wheat, total receipts.....bush.	14,240,252	10,428,163	19,786,614	20,860,805
Corn, " " " " " "	26,733,962	23,844,475	25,618,410	20,834,060
Oats, " " " " " "	10,725,380	12,606,835	13,257,925	15,728,130
Rye, " " " " " "	571,707	454,790	475,355	686,810
Barley, " " " " " "	2,001,911	1,409,474	2,011,500	1,939,993
All Grain received (including flour reduced to wheat).... "	60,384,608	55,058,154	69,555,619	69,827,264
Cotton, receipts.....bales.	986,193	1,028,192	1,011,587	913,328
Bagging, manufactured.....yards.	12,500,000	12,273,500	9,975,655	12,500,000
Hay, receipts .....tons.	127,263	175,820	234,256	251,132
Tobacco, receipts .....hhds.	48,618	66,302	44,914	52,127
Lead, receipts in pigs 80 lb. .pigs.	2,183,012	1,611,112	1,577,443	1,800,235
Hog Product, total shipm'ts..lbs.	305,746,800	385,453,945	389,946,455	396,183,896
Cattle, receipts.....head.	795,611	766,032	795,800	969,891
Sheep " " " " " "	477,091	432,566	434,133	534,115
Hogs " " " " " "	2,136,328	2,147,144	2,156,972	2,236,945
Horses and Mules, receipts... "	128,542	130,236	169,082	149,716
Lumber & Logs, " ...feet.	964,468,110	1,148,124,000	1,336,403,254	1,414,698,766
Shingles, " ...pcs.	90,375,000	58,621,000	81,119,250	158,601,250
Lath, " " " " " "	9,547,350	11,362,150	13,503,950	12,385,550
Wool, total receipts.....lbs.	23,710,715	28,491,625	17,000,790	25,877,110
Hides, " " " " " "	58,716,130	68,933,720	60,531,540	55,005,030
Sugar, received . " " " " " "	223,514,100	204,322,225	216,982,465	209,688,510
Molasses (including Glucose) rec'd, galls.	3,838,830	6,884,033	5,244,050	5,395,387
Coffee, received.....bags.	274,228	290,700	360,871	374,675
" " " " " " " " " " " "			72,912	133,340
Rice, receipts.....pkgs.	127,275	163,105	119,615	173,530
Coal, " " " " " " " " " "	3,637,809	4,362,714	4,360,299	4,955,228
Nails, " " " " " " " " " "	572,847	589,980	560,110	638,200
Potatoes, receipts.....bush.	3,108,696	3,463,560	2,564,568	2,896,059
Salt, " " " " " " " " " "	383,120	427,020	233,105	315,285
" " " " " " " " " "	48,280	73,755	27,575	35,280
" " " " " " " " " "	451,540	581,280	776,160	772,800
Butter .....lbs.	14,905,745	13,729,188	12,901,690	13,476,929
Tons of freight of all kinds received and shipped .....	20,948,337	23,742,080	25,313,340	28,758,664

## PUBLIC ELEVATORS.

DESIGNATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
Central B.....	1,000,000 bush.	165,000 sacks.
East St. Louis.....	800,000 "	.....
Advance.....	600,000 "	.....
Union.....	1,000,000 "	.....
Venice.....	600,000 "	.....
Merchants'.....	400,000 "	.....
Mississippi Valley.....	1,500,000 "	.....
Burlington.....	1,800,000 "	.....
Total, Jan. 1st, 1902.....	7,000,000 bush.	165,000 sacks.
" " " 1901.....	8,700,000 "	265,000 "
" " " 1900.....	8,700,000 "	265,000 "
" " " 1899.....	9,100,000 "	265,000 "
" " " 1898.....	9,500,000 "	265,000 "
" " " 1897.....	10,900,000 "	265,000 "
" " " 1896.....	12,850,000 "	265,000 "
" " " 1895.....	12,100,000 "	265,000 "
" " " 1894.....	11,650,000 "	265,000 "
" " " 1893.....	11,800,000 "	265,000 "
" " " 1892.....	11,800,000 "	265,000 "
" " " 1891.....	11,800,000 "	265,000 "

## PRIVATE ELEVATORS.

Total capacity, 2,905,000.

### RATES OF STORAGE ADOPTED BY ST. LOUIS PUBLIC ELEVATORS TO APPLY DURING 1902.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and  $\frac{3}{8}$  of 1 cent per bushel, for each additional ten days or part thereof.

On Oats,  $\frac{1}{2}$  of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and  $\frac{3}{8}$  of 1 cent per bushel for each subsequent ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin,  $\frac{1}{2}$  of 1 cent per bushel, except Oats.

Dumping sacks from river  $\frac{1}{2}$  of 1 cent per bushel.

Dumping sacks from rail  $\frac{1}{2}$  of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye,  $2\frac{1}{2}$  cents per sack for the first five days, and 1 cent per sack for each subsequent ten days or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

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### FEES FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE MISSOURI STATE INSPECTION DEPARTMENT, AND IN FORCE JANUARY 1, 1902.

Inspection and Weighing on arrival at Public Warehouse..50 cents per car.

Inspection and Weighing out of Public Warehouse.....50 cents per car.

Inspection at places other than a Public Warehouse.. ....50 cents per car.

Inspection and Weighing into Public Warehouse from Boat,

Barge or Wagon.....50 cents per 1,000 bushels.

Inspection and Weighing out of Public Warehouse into Boat,

Barge or Wagon.....50 cents per 1,000 bushels.

Inspection and Weighing Grain in sacks..... $\frac{1}{4}$  of one cent per sack.

Reinspection of Grain from Bins in Public Warehouses..45 cts. per 1,000 bu.

On all Grain inspected at places other than a Public Warehouse and unloaded at a Public Warehouse after the expiration of five [5] days from date of first inspection, there will be an additional fee of 50 cents per car.

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### FEES ADOPTED BY ILLINOIS STATE INSPECTION DEPARTMENT AND IN FORCE JANUARY 1, 1902.

FOR IN-INSPECTION.—50 cents per car load; 15 cents per wagon or cart load; 50 cents per 1,000 bushels from vessels;  $\frac{1}{4}$  cent per bag.

FOR OUT-INSPECTION.—50 cents per 1,000 bushels to vessels; 50 cents per car load to cars; 15 cents per wagon load to teams.

## FLOUR.

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The millers of the winter wheat belt enjoyed during 1901 the advantage of working upon two exceptionally fine crops. The winter wheat of 1900, both hard and soft, was as nearly perfect as has ever been handled in this market, while competing spring wheat sections in the North and Northwest labored under the misfortune of a crop deficient in both quantity and quality. The winter wheat of 1901 was ripened and harvested under the most favorable conditions possible; and no better grain has ever been ground. The spring wheat crop of 1901 was of similar high quality and the competition between the two sections has been close and probably to some extent restricted profits. But there has been a substantial increase in the output of St. Louis mills, as well as in their export shipments and the financial results, if not exceptionally satisfactory, have been above the average of recent years.

The figures of flour manufactured by mills located at St. Louis and East St. Louis show a total of 1,505,234 for 1901 against 1,346,059 for 1900, and 1,166,439 for 1899, an increase for the past year of 12% over 1900 and nearly 30% over 1899.

The receipts were the largest in the history of the Exchange, while the shipments were greater than any year, except 1882 and 1884. The total shipments were 2,961,563 and total receipts 2,170,548 barrels, an increase of 17% and 16% respectively over the figures of 1900.

The total shipments of flour for export show an increase over 1900 of about 13%, and over 1899 of nearly 50%, the exact figures being as follows:

	Barrels.
1901.....	1,189,321
1900.....	1,051,951
1899.....	743,873

Upon classifying the details of different countries in groups the result shows that there has been a decrease as compared with 1900, of 7% to U. K. ports, while to all other foreign destinations there has been a large increase within the year, varying from 13%, which is the rate of increase of exports to Cuba, to an increase of nearly ten fold in the case of Mediterranean ports, the figures for 1900 being 776 barrels, while in 1901 there were shipped from this market for these ports 7,471 barrels. In the case of the West Indies, Central America and South America the shipments for 1901 aggregated 17,154 barrels, while for 1900 they were only 5,922, the past year showing nearly three the times the business of 1900.

The item of shipments to "seaboard for export" includes a large proportion of sales which are made to points where the railroad companies



are not authorized to issue through bills of lading from the western mills. The flour must be shipped to New York or some other seaboard point upon local bills of lading, and when loaded upon vessel the ocean bill of lading is taken. On this account the statistics here do not show the ultimate destination of 136,526 barrels which were shipped to the seaboard in this way during the year. These figures show 14% more than double the aggregate of the preceding year, indicating a very important increase in business to the markets referred to above requiring transshipment at the seaboard.

In the domestic trade the conditions have been such that St. Louis millers have sold increased quantities in Southeastern markets and that they also have a fair trade once more in the Southwest. The shipments Southward for consumption were 993,538 barrels, as against 823,471 barrels the previous year. This is partly due to freight conditions, and in some measure to the exhaustion of the wheat supply in these two sections. During the latter part of the year 1901 the trade in both directions was of considerable volume and promised to be permanent, at least for the first half of 1902, until the new crop in the Southern States is available to their local millers. Shipments to the Eastern States were also larger, amounting to over 100,000 barrels more than in 1900.

St. Louis millers continue the manufacture of soft wheat flour under their old and well established brands, and at the same time are steadily increasing their output of hard wheat flour which is now accepted in the markets of the world as being in no way inferior to the best spring wheat brands from the Northwest.

New lines of steamers from our Gulf ports to the West Indies, and South and Central American ports are being established. There have also been additions to the European lines of steamers from New Orleans.

The shipments during the year by river and railroad Southward for export and domestic trade were 1,794,154 barrels, while the Eastward movement was 1,128,383 barrels. During the first half of the year patents were quoted at \$3.55@3.75, declining after harvest \$3.40@3.55, and closing in December at \$3.90@4.10. Extra Fancy ranged from \$3.20@3.55 in January, to \$2.90@3.15 in July and at the close was quoted at \$3.50@3.65.

Stocks held in store during the year were light, ranging from 50,000 to 60,000 barrels, the amount on hand December 31st being 62,354 barrels.

## FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1901.	Barrels Manuf. 1900.	Barrels Manuf. 1899.
Geo. P. Plant Milling Co.....	Plant's Roller A.....	2,500	342,497	312,721	228,178
Kehlor Bros.....	Kehlor.....	3,000	380,987	380,700	310,000
Regina Flour Mill Co.....	Regina.....	1,000	66,238	89,254	52,820
Victoria Flour Mill Co.....	Victoria.....	1,200	180,575	185,460	185,000
Hazel Milling Co.....	East St. Louis.....	500	119,949	111,600	115,657
Saxony Mill Co.....	Saxony.....	900	111,749	97,980	82,880
Sessinghaus Milling Co.....	Jefferson.....	500	107,943	92,147	82,450
H. B. Eggers & Co. ....	Meramec.....	500	101,500	99,400	98,148
Carondelet Milling Co....	Carondelet.....	200	24,630	31,097	27,826
J. B. Buss.....	Buss.....	825	70,066	45,700	40,000
<b>Total.....</b>		<b>10,625</b>	<b>1,505,234</b>	<b>1,346,069</b>	<b>1,166,439</b>

FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS  
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-  
ZENS OF ST. LOUIS, MEMBERS OF THE  
MERCHANTS' EXCHANGE.

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND  
SHIPMENTS FOR A SERIES OF YEARS.**

Year.	Receipts. Bbls.	Shipments. Bbls.	Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.
1868	647,419	.....	1883	.....	1,.....	8,805,765
1869	689,342	.....	1884	.....	1,.....	2,751,163
1870	815,144	.....	1885	.....	1,.....	8,014,103
1871	1,161,038	.....	1886	.....	1,.....	2,551,499
1872	1,206,736	.....	1887	.....	1,.....	2,243,861
1873	944,075	.....	1888	.....	1,.....	2,594,881
1874	805,836	.....	1889	.....	2,.....	2,682,405
1875	1,310,555	.....	1890	.....	2,.....	2,859,839
1876	1,491,696	.....	1891	.....	1,.....	2,840,324
1877	1,438,408	.....	1892	.....	1,.....	2,767,906
1878	1,359,933	.....	1893	.....	1,.....	2,812,728
1879	1,998,457	.....	1894	.....	1,.....	2,044,727
1880	1,688,686	.....	1895	.....	1,.....	2,168,388
1881	1,800,831	.....	1896	.....	1,.....	2,145,650
1882	1,071,434	.....	1897	.....	1,.....	1,946,081
1883	1,157,932	.....	1898	.....	1,.....	1,618,688
1884	1,305,236	.....	1899	.....	1,.....	1,584,112
1885	1,607,335	.....	1900	.....	1,.....	2,027,681
1886	1,708,874	.....	1901	.....	1,.....	2,535,206
1887	1,630,996	.....	1902	.....	1,.....	2,961,568

**STOCK OF FLOUR IN STORE DEC. 31ST, FOR TWENTY YEARS.**

Year.	1881.	Year.	1891.
1901	62,854	1891	70,180
1900	64,608	1890	87,400
1899	75,067	1889	96,780
1898	78,828	1888	99,670
1897	56,586	1887	124,200
1896	82,206	1886	119,450
1895	75,686	1885	114,630
1894	63,927	1884	100,006
1893	60,015	1883	100,088
1892	187,787	1882	151,686

**MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.**

Month.	1901. bbls.	1900. bbls.	1899. bbls.	Month.	1901. bbls.	1900. bbls.	1899. bbls.
January 1st.	64,608	75,067	78,828	July 1st.	46,950	47,498	62,000
February 1st.	60,150	76,856	78,828	August 1st.	48,400	54,131	63,286
March 1st.	60,668	72,282	62,510	September 1st.	53,801	62,620	69,806
April 1st.	57,836	60,448	61,785	October 1st.	56,276	67,558	62,680
May 1st.	59,715	65,474	58,419	November 1st.	59,025	59,597	64,664
June 1st.	58,700	59,672	56,888	December 1st.	62,854	60,900	81,850

## MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1900.	Months.	1901.	1900.
January.....	186,510	188,470	January.....	261,567	174,370
February.....	160,868	128,735	February.....	259,942	151,717
March.....	161,530	141,465	March.....	309,585	187,986
April.....	156,320	156,200	April.....	253,255	182,615
May.....	254,845	115,770	May.....	225,709	147,805
June.....	148,010	181,175	June.....	215,252	189,578
July.....	171,690	108,055	July.....	209,585	170,488
August.....	203,825	165,855	August.....	265,446	238,973
September.....	188,805	219,810	September.....	281,007	297,708
October.....	216,143	186,890	October.....	254,680	285,412
November.....	197,678	197,120	November.....	233,525	235,438
December.....	231,050	188,005	December.....	231,450	258,786
Total bbls.....	2,170,548	1,869,007	Total bbls.....	2,961,568	2,585,206

## RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '86,	823,864 bbls.	Year ending	
" " 30, '87,	1,005,443 "	" "	
" " 30, '88,	984,021 "	" "	
" " 30, '89,	921,888 "	" "	
" " 30, '90,	1,340,317 "	" "	
" " 30, '91,	1,227,546 "	" "	
" " 30, '92,	1,431,990 "	" "	
" " 30, '93,	1,397,408 "	" "	

## SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1901.	1900.	Direction.	1901.	1900.
Eastern Railroads.....	69,085	285,685	Direct for export.....	1,189,321	1,061,951
Illinois River .....	2,675	2,535	To Eastern points.....	789,678	680,278
Western Railroads.....	1,198,540	1,047,840	Southern ".....	996,588	828,471
Southern Railroads.....	108,635	124,715	Western ".....	80,194	17,621
Lower River Boats.....	7,870	18,710	Northern ".....	8,822	11,617
Northern Railroads.....	775,190	411,680	.....	.....	.....
Upper River Boats.....	12,428	28,625	.....	.....	.....
Missouri River Boats..	75	.....	.....	.....	.....
Total bbls.....	2,170,548	1,869,070	Total bbls.....	2,961,568	2,585,206

## EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1898. Bbls.	1899. Bbls.	1900. Bbls.	1901. Bbls.
New York.....	4,838,214	4,741,035	4,487,306	4,092,711
Boston and Charlestown .....	1,579,687	1,528,257	1,606,175	1,496,163
Philadelphia .....	1,614,426	2,101,435	2,174,567	2,237,527
Baltimore .....	2,813,166	3,867,485	3,003,787	3,824,953
New Orleans.....	295,472	462,464	378,306	688,222
San Francisco.....	813,724	967,055	1,130,145	1,091,790
Chicago.....	.....	.....	.....	13,675
Duluth and Superior.....	597,474	860,369	296,488	337,977
Portland.....	111,984	.....	.....	.....
Puget Sound.....	672,800	698,816	1,194,197	1,185,470
Portsmouth and Norfolk.....	85,948	847,998	412,736	478,529
Willamette.....	820,684	655,579	833,610	643,326
New Port News. ....	1,617,882	1,726,128	2,209,502	2,757,839
Galveston.....	174,991	171,674	191,463	143,673
Mobile.....	53,956	129,127	212,128	290,909
Other Points.....	226,297	959,736	502,099	569,626
<b>Total.....</b>	<b>16,515,405</b>	<b>18,717,161</b>	<b>18,632,509</b>	<b>19,352,330</b>

## RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1898.	1899.	1900.	1901.
St. Louis .....	1,358,068	1,514,315	1,869,070	2,170,548
New York.....	7,265,161	6,728,062	6,895,487	6,863,242
Boston. ....	2,556,245	2,321,583	2,594,858	2,477,072
Baltimore.....	3,828,776	3,854,828	3,941,388	3,862,432
Cincinnati.....	2,318,410	2,154,374	2,561,977	3,031,743
Milwaukee.....	2,579,905	3,165,105	3,012,625	2,919,300
Minneapolis.....	156,885	.....	223,102	240,779
Toledo .....	1,704,523	915,281	1,195,364	680,416
Buffalo.....	10,371,653	9,088,873	11,463,079	11,553,439
Chicago.....	5,816,195	5,890,139	9,313,591	10,232,235
Philadelphia .....	3,771,764	3,247,379	3,712,177	3,485,023
New Orleans.....	747,879	784,027	647,796	535,371
Detroit .....	270,870	203,610	235,500	337,550
Peoria.....	480,110	511,120	837,170	940,197
San Francisco.....	1,313,494	1,506,160	1,221,443	1,675,007
Montreal.....	1,516,237	1,575,059	833,182	1,031,825
Duluth and Superior.....	3,789,955	4,573,930	4,519,540	4,785,300
Cleveland.....	700,317	990,610	1,182,720	1,060,350
Indianapolis .....	353,539	216,726	220,330	246,065

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1901. Bbls.	1900. Bbls.	1899. Bbls.	1898. Bbls.
Minneapolis.....	15,921,880	15,082,725	14,291,780	14,232,595
St. Louis.....	1,505,234	1,346,059	1,166,439	1,054 875
Baltimore .....	349,735	316,940	410,935	392,180
Philadelphia .....	538,000	551,000	536,000	400,000
Milwaukee.....	1,939,966	1,866,501	1,737,826	1,741,847
Buffalo and vicinity .....	895,050	962,573	1,068,944	859,897
Toledo .....	.....	1,092,000	1,150,000	1,144,000
Detroit.....	563,400	626,000	594,700	532,000
Chicago.....	1,280,000	1,274,776	1,125,745	1,037,442
Duluth and Superior.....	860,605	345,460	1,763,920	.....
Kansas City .....	1,430,634	1,291,634	1,094,846	1,102,000
Peoria .....	112,000	150,000	67,500	115,000
Cincinnati.....	416,805	356,718	454,000	361,542
Cleveland.....	130,000	190,000	200,000	170,100
Indianapolis.....	596,504	489,491	542,701	580,674
Nashville .....	877,481	261,068	630,803	836,097
Galveston.....	200,000	.....	203,000	.... ..

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Board  
of Flour Inspectors.

	1901. Bbls.	1900. Bbls.	1899. Bbls.	1898. Bbls.
January .....	14,190	16,557	14,477	9,227
February .....	11,463	16,608	9,776	10,897
March .....	17,147	18,870	14,792	10,581
April.....	14,672	17,827	15,329	12,401
May.....	12,659	15,950	20,464	49,552
June .....	14,201	13,461	16,704	20,874
July.....	9,810	13,331	15,830	13 707
August.....	15,446	16,494	14,876	17,986
September.....	11,840	11,948	14,385	18,268
October.....	13,465	14,425	19,581	21,366
November .....	16,085	14,368	17,002	15,615
December.....	8,600	14,304	20,918	15,108
Total bbls .....	159,578	184,143	194,134	215,032

VICTOR GOETZ, President.

## STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1901.

CITIES.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	135,000	140,000	140,000	135,000	135,000	95,000	85,000	70,000	70,000	60,000	75,000	105,000
New York.....	104,000	98,900	100,400	102,200	97,600	75,000	81,500	71,600	67,500	75,300	95,200	97,000
Chicago.....	55,000	58,500	52,400	60,100	61,200	52,100	51,400	46,000	48,800	47,826	45,000	44,000
St. Louis.....	64,608	60,150	60,668	57,800	59,715	63,700	46,900	48,400	53,800	55,276	59,025	62,854
Toledo.....	10,000	10,000	10,000	10,000	5,000	5,000	1,000	2,000	2,000	1,000	1,000	1,000
Baltimore.....	54,000	53,000	58,000	55,000	54,000	49,000	48,000	41,000	38,000	45,000	48,000	51,000
Detroit.....	12,000	10,000	8,000	10,000	8,000	6,000	8,000	12,000	13,000	13,000	9,000	12,000
Boston.....	125,962	114,072	135,708	108,797	105,575	98,088	85,858	78,771	65,808	64,107	94,808	92,797
Milwaukee.....	33,800	69,970	79,180	58,850	105,000	109,800	100,570	69,800	88,000	104,900	115,700	75,100
Duluth.....	13,000	5,000	7,000	159,000	567,000	45,800	940,000	305,000	289,000	250,000	860,000	180,000
Totals, bbls.....	611,470	609,692	611,805	785,455	1,139,170	999,653	946,288	744,071	728,466	778,406	998,753	721,751

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1899, 1900 AND 1901,  
ON THROUGH BILLS OF LADING.

DESTINATION.	1901. Barrels.	1900. Barrels.	1899. Barrels.
England.....	319,353	353,288	231,076
Germany.....	52,951	37,143	57,445
Scotland.....	172,722	176,988	90,876
Ireland.....	98,205	98,628	50,747
Denmark.....	5,890	2,080	9,355
Norway.....	26,967	21,080	29,945
Holland.....	125,420	67,537	48,053
Belgium.....	24,632	25,989	28,864
Spain.....	4,619	1,767	590
Egypt.....	.....	1,530	1,496
Finland.....	8,707	7,267	4,690
Switzerland.....	.....	.....	560
Iceland.....	220	.....	1,945
Mexico.....	.....	.....	672
Porto Rico.....	.....	925	925
South Africa.....	.....	290	.....
West Indies.....	.....	.....	.....
Russia.....	.....	376	.....
Nova Scotia.....	.....	911	.....
TOTALS.—Barrels.	.....	.....	.....
.....	.....	.....	1,169,521
.....	.....	.....	1,051,951
.....	.....	.....	748,578
.....	.....	.....	608,908
.....	.....	.....	408,590
.....	.....	.....	374,621
.....	.....	.....	309,217
.....	.....	.....	694,909
.....	.....	.....	637,750
.....	.....	.....	649,306

**WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR  
FOR 1901.**

1901.		Patents.	Extra Fancy.	Clear.	Low to Medium.
January	5.....	8.60@8.75	8.20@8.85	2.70@2.90	2.20@2.50
"	12.....	8.60 8.75	8.25 8.85	2.70 2.90	2.20 2.50
"	19.....	8.50 8.60	8.15 8.25	2.70 2.90	2.20 2.50
"	26.....	8.60 8.75	8.25 8.85	2.70 2.90	2.20 2.50
February	2.....	8.55 8.75	8.20 8.40	2.70 2.90	2.20 2.50
"	9.....	8.55 8.75	8.20 8.40	2.70 2.90	2.20 2.50
"	16.....	8.55 8.75	8.20 8.40	2.70 2.90	2.20 2.50
"	23.....	8.55 8.75	8.20 8.40	2.70 2.90	2.20 2.50
March	2.....	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
"	9.....	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
"	16.....	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
"	23.....	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
"	30.....	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
April	6.....	8.50 8.65	8.10 8.25	2.70 2.90	2.20 2.50
"	13.....	8.45 8.60	8.10 8.25	2.70 2.90	2.20 2.50
"	20.....	8.45 8.60	8.10 8.25	2.70 2.90	2.20 2.50
"	27.....	8.65 8.80	8.20 8.35	2.80 3.00	2.20 2.80
May	4.....	8.55 8.75	8.15 8.80	2.80 3.00	2.20 2.80
"	11.....	8.55 8.75	8.15 8.80	2.80 3.00	2.20 2.80
"	18.....	8.55 8.75	8.15 8.80	2.80 3.00	2.20 2.80
"	25.....	8.55 8.75	8.15 8.80	2.80 3.00	2.20 2.80
June	1.....	8.55 8.75	8.15 8.80	2.80 3.00	2.20 2.80
"	8.....	8.50 8.70	8.10 8.25	2.80 3.00	2.20 2.80
"	15.....	8.50 8.70	8.10 8.25	2.80 3.00	2.20 2.80
"	22.....	3.45 3.60	8.00 8.15	2.65 2.80	2.15 2.40
"	29.....	3.45 3.60	8.00 8.15	2.65 2.80	2.15 2.40
July	6.....	8.80 8.60	2.90 3.15	2.65 2.80	2.15 2.40
"	13.....	8.35 8.50	2.90 3.00	2.50 2.80	2.00 2.25
"	20.....	8.40 8.50	8.00 8.20	2.60 2.85	2.00 2.25
"	27.....	3.40 3.65	8.00 8.15	2.65 2.90	1.85 2.00
August	3.....	8.40 8.50	8.00 8.10	2.65 2.90	2.25 2.40
"	10.....	3.45 3.60	8.05 8.25	2.60 2.95	2.25 2.40
"	17.....	8.50 8.65	8.10 8.25	2.70 3.00	2.80 2.50
"	24.....	8.50 8.65	8.10 8.25	2.70 3.00	2.80 2.50
"	31.....	3.45 3.55	8.05 8.15	2.65 2.90	2.30 2.50
September	7.....	8.45 8.55	8.05 8.15	2.65 2.90	2.30 2.50
"	14.....	8.40 8.55	8.00 8.15	2.65 2.90	2.30 2.50
"	21.....	3.40 3.55	8.00 8.15	2.65 2.90	2.30 2.50
"	28.....	3.40 3.55	8.00 8.15	2.65 2.90	2.30 2.50
October	5.....	8.40 8.55	8.00 8.15	2.65 2.90	2.30 2.50
"	12.....	8.40 8.55	8.00 8.15	2.65 2.90	2.30 2.50
"	19.....	8.40 8.55	8.00 8.15	2.65 2.90	2.30 2.50
"	26.....	8.40 8.55	8.00 8.15	2.65 2.90	2.30 2.50
November	2.....	8.40 8.55	8.00 8.15	2.70 2.90	2.40 2.60
"	9.....	3.45 3.60	8.10 8.25	2.75 2.90	2.50 2.65
"	16.....	3.45 3.60	8.10 8.25	2.75 2.90	2.50 2.65
"	23.....	3.50 3.65	8.10 8.25	2.75 2.90	2.50 2.65
"	30.....	8.60 8.75	8.15 8.30	2.80 3.00	2.50 2.65
December	7.....	3.85 4.00	3.45 3.60	3.10 3.25	2.70 2.85
"	14.....	3.65 4.00	3.45 3.65	3.10 3.25	2.80 3.00
"	21.....	3.75 3.90	3.35 3.50	3.10 3.25	2.80 3.00
"	28.....	3.90 4.10	3.50 3.65	3.10 3.25	2.80 3.00



GRAIN.

The fact that the Department of Agriculture has not made public the final estimate of yield of the crops of 1901 renders official comparison with previous years impossible. It is known, however, that the wheat crop of 1901 was the largest of record, while the corn crop was the smallest since 1881, with the exception of 1894. The oat crop was also short, but not in as large a degree as corn, while the yield of rye and barley was up to the average.

Taking the estimates of the Cincinnati Price Current, as approximately correct, we find the yield of 1901 as follows: Wheat 715,000,000 bushels, corn 1,400,000,000 bushels, oats 675,000,000 bushels, rye 25,000,000 bushels, barley 75,000,000 bushels, a total of 2,890,000,000 bushels.

The crops of the previous five years, as given by the Department of Agriculture, were as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1900. ....	522,229,505	2,105,102,516	809,125,989	28,995,927	59,925,833	3,519,379,770
1899.....	547,808,846	2,078,143,933	796,177,713	23,961,741	73,881,563	3,518,968,796
1898.....	675,148,705	1,924,184,660	730,906,643	25,657,522	55,792,257	3,411,689,787
1897.....	530,149,168	1,902,967,933	698,767,809	27,863,324	66,685,127	3,225,933,361
1896.....	427,684,846	2,233,875,165	707,846,404	24,369,047	69,695,223	3,512,970,185

The farm values for the year 1901 are not available, but it may be estimated that total values will approximate the previous year, on account of the large crop of wheat and the increased values of corn and oats.

The farm values of the principal crops, for the previous four years, are given by the Department of Agriculture as follows:

	1897.	1898.	1899.	1900.
Corn.....	\$501,072,952	\$552,023,428	\$629,210,110	\$751,220,034
Wheat .....	428,547,121	392,770,320	319,545,259	323,515,177
Oats.....	147,974,719	186,405,364	198,167,975	208,669,233
Rye .....	12,289,647	11,875,350	12,214,118	12,295,417
Barley.....	25,142,139	23,064,359	29,594,254	24,075,271
Hay .....	401,390,728	398,060,647	411,926,187	445,538,870
Potatoes .....	89,643,059	79,574,772	89,328,832	90,811,167

It will be noticed that corn is the most valuable product of agriculture and that hay and wheat alternate as the next.

The exports of Grain from the United States for the past three years compare as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	Oats. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1901.....	179,201,418	102,359,089	25,929,048	2,617,570	8,594,110	318,701,235
1900.....	99,079,153	190,886,489	32,183,242	1,996,785	12,819,162	336,964,831
1899.....	109,635,161	206,135,233	41,085,123	4,352,840	16,949,846	378,657,702

The Bureau of Statistics at Washington gives the amount of wheat and wheat flour exported, of the crop for the year ending June 30th, 1901, as 41.36%, and of corn and corn product for the same period as 8.62%.

The grain trade of St. Louis for 1901 was very satisfactory. Notwithstanding a loss of 18%, or about 5,000,000 bushels in the receipts of corn, as compared with 1900, there was an increase in wheat and oats, so that the total receipts were 60,049,798 bushels, as against 61,144,805 bushels the previous year.

If flour reduced to wheat be included the total received would be 69,817,264 bushels of all grain, as compared with 69,555,619 the previous year, a most favorable showing.

The amount of grain handled at St. Louis during the past five years compare as follows:

	1901.	1900.	1899.	1898.	1897.
Wheat, bushels .....	20,860,805	19,786,610	10 428,169	14,240,252	12,057,755
Corn, " .....	20,834,060	25,618,410	23,844,475	26,788,962	31,077,440
Oats, " .....	15,728,130	13,257,925	12,606,835	10,725,880	12 147,225
Rye, " .....	686,810	475,855	454,790	571,707	712,423
Barley, " .....	1,939,993	2,011,500	1,409,474	2,001,911	1,605,811
Total, " .....	60,049,798	61,144,805	48,243,737	54,273,212	57,600,639

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1901.....	69,817,294	1895.....	37,410,330	1890.....	77,795,322
1900.....	69,556,619	1894.....	51,646,405	1889.....	68,466,596
1899.....	55,058,154	1893.....	66,348,786	1888.....	51,105,121
1898.....	60,384,608	1892.....	80,548,136	1887.....	48,848,562
1897.....	63,581,364	1891.....	68,835,754	1886.....	42,918,800
1896.....	57,203,249				

The relative position of the ten principal primary receiving points is shown by the following table:

	1901—bush.	1900—bush.	1899—bush.	1898—bush.
Chicago .....	245,207,653	307,726,135	298,901,815	296,513,479
St. Louis.....	60,049,798	61,144,804	48,243,737	54,273,215
Minneapolis.....	114,817,400	105,713,596	109,364,480	95,254,900
Peoria .....	36,609,466	32,588,640	19,961,800	30,325,230
Kansas City.....	46,768,600	46,638,250	31,745,650	45,685,900
Milwaukee.....	38,710,300	41,046,130	46,221,926	50,846,151
Toledo .....	26,324,836	41,840,418	37,339,134	33,813,028
Duluth and Superior.....	51,217,666	40,869,596	69,524,434	79,020 038
Detroit.....	12,387,116	11,003,717	8,712,230	10,943,814
Cincinnati .....	26,667,871	26,885,323	13,164,179	25,320,319

WHEAT.

The receipts of wheat at St. Louis during the year 1901 were 20,860,805 bushels, being over a million bushels greater than in 1900, and double those of 1899. The crops of both 1900 and 1901 were of exceptional quality, and were harvested under unusually favorable conditions, and this city being the center of the winter wheat belt drew liberal receipts. There was a

good domestic demand all the year, and 8,122,973 bushels were exported via Atlantic and Gulf ports, the city mills taking 6,160,258 bushels in the manufacture of 1,505,234 barrels of flour.

Prices of No. 2 red were 72 to 76 during the first half of the year, declining to 70 to 72 in August and September, ranging from 71 to 73 in October, advancing as high as 78¾ in November, and closing at 87½ to 88 in December.

Receipts of wheat at the principal primary markets for the past three years compare as follows:

	1901—Bu.	1900—Bu.	1899—Bu.
Minneapolis .....	90,838,570	83,312,320	87,961,680
Chicago.....	51,197,870	48,048,298	30,971,547
Kansas City.....	26,952,804	34,775,450	20,363,850
Duluth and Superior	47,000,965	31,964,324	54,961,949
St. Louis .....	20,860,805	19,786,614	10,428,163
Milwaukee .....	13,050,850	9,631,380	11,518,153
Toledo.....	8,216,205	9,228,047	15,927,327

The crop of the surplus wheat States for the three years previous to 1901 were as follows:

	1900—Bu.	1899—Bu.	1898—Bu.
Kansas.....	82,488,665	36,463,044	64,939,412
Minnesota .....	51,509,000	68,223,581	78,417,912
Nebraska.....	24,801,900	20,791,776	34,679,309
Iowa .....	21,798,223	18,195,489	22,189,624
South Dakota....	20,149,684	37,728,339	42,040,928
Missouri ....	18,846,713	11,398,702	14,104,454
Illinois .....	17,982,068	12,665,410	19,334,343
Wisconsin .....	13,166,599	11,773,382	13,689,972
North Dakota...	13,176,213	51,758,630	55,654,445

### CORN.

The drouth of the summer of 1901 was most disastrous to the corn crop of the great producing States, resulting in a smaller yield than for many years. It was particularly severe in the States west of the Mississippi from which St. Louis usually draws its supplies, and brought distress and suffering to man and beast in many places. In the later fall and winter corn was shipped from St. Louis and other points to the Western States for feed, a condition which seldom, if ever, prevails. Being the nearest large market to the devastated districts there was a demand for corn which was supplied largely by St. Louis from points east of the river, so that the total amount of this cereal handled was only 18% less than the previous year, consequently receipts from west of the river were only half as large as the previous year, while the amount received from east of the river increased over five million bushels.

On account of the increased value exports were light, amounting to only 2,162,798 bushels via Atlantic and Gulf ports. The larger part went southward for consumption, while the shipments westward to the corn producing districts was over one million bushels.

No. 2 sold at about 37 cents in January, advancing to 40 cents in February and to 45 in May. In July when the drouth came on values rapidly increased, going to 60 and remaining at 57½ to 60 cents until November, when sales were made at 66½, advancing still further in December to 69 and closing at 66½ to 67 cents.

Receipts at the principal primary markets were as follows:

## RECEIPTS OF CORN.

	1901. Bushels.	1900. Bushels.	1899. Bushels.	1898. Bushels.
Chicago.....	84,136,637	134,663,456	133,776,350	127,426,374
St. Louis..	20,834,060	25,613,410	23,344,475	26,733,962
Peoria.....	19,604,566	18,595,300	17,061,200	17,994,470
Kansas City.....	13,488,850	8,334,250	8,759,250	13,077,750
Toledo.....	10,969,528	24,828,879	15,498,089	13,832,353
Detroit.....	3,266,974	3,378,934	3,208,945	3,034,942
Milwaukee.....	3,425,300	5,780,400	7,233,290	9,614,004
Cincinnati.....	11,593,425	14,420,798	6,607,090	15,028,579
Indianapolis.....	5,698,050	7,498,200	8,204,700	6,509,400

The crops of the corn surplus States for the previous three years, as reported by the Department of Agriculture, are as follows:

	1900—Bush.	1899—Bush.	1898—Bush.
Ohio.....	106,890,188	99,048,816	102,828,439
Indiana.....	153,200,800	141,852,594	129,154,572
Illinois.....	264,176,226	247,150,332	199,959,810
Iowa.....	305,859,948	242,249,841	254,999,850
Missouri.....	180,710,404	162,915,064	154,731,486
Kansas.....	163,870,630	237,621,222	132,842,043
Nebraska.....	210,430,064	224,373,268	158,754,666
Total .....	1,385,138,256	1,355,211,127	1,133,270,866

## OATS.

The drouth of the summer affected oats as well as corn, and there was a lighter crop than for several years. There was, however, a large demand from the South, resulting in larger receipts, so that the amount handled was 15,728,130 bushels, against 13,257,925 the previous year. Over 200,000 bushels were exported to Cuba and Mexico. The bulk of the shipments, amounting to over 9,000,000, going to the South.

No. 2 oats were quoted at 24 to 25 cents in January and ranged from 26 to 30 up to July, when the prices advanced to 40 cents, ruling at about 38 in August, September and October, and reaching as high as 47 in November and 50 cents in December.

The crops of the Western States for the four years previous to 1901 compare as follows:

	1900. bush.	1899. bush.	1898. bush.	1897. bush.
Iowa.....	130,572,138	126,985,749	123,428,126	103,721,110
Minnesota.....	41,907,046	52,688,416	56,298,578	41,147,002
Wisconsin.....	61,971,552	67,687,380	64,643,223	62,125,310
Illinois.....	133,642,884	127,278,948	88,303,579	92,798,496
Indiana.....	44,866,035	34,301,248	31,938,668	33,706,582
Ohio.....	40,340,534	32,945,976	27,724,160	29,907,392
Missouri.....	24,695,373	20,299,350	15,866,163	22,078,166
Kansas.....	43,063,943	39,129,410	26,689,248	38,680,080

**RYE.**

Receipts of Rye were 686,810 bushels, against 475,355 the previous year, the bulk of the receipts coming from the East and North, only a small amount, about 5,000 bushels, were exported, the balance going into domestic consumption.

**BARLEY.**

Receipts were 1,939,993 bushels, a slight falling off from 1900, but an increase over 1899. Of the receipts 5,000 bushels came from Canada, the balance being from Minnesota and Wisconsin. Practically all the receipts were taken for home consumption in the manufacture of beer.

**AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.**

1877.....	471,232 bbls., or 14,606,192 galls.	
1878.....	521,684	" 16,172,204 "
1879.....	613,667	" 19,023,677 "
1880.....	828,072	" 25,670,232 "
1881.....	959,236	" 29,739,313 "
1882.....	1,069,715	" 33,661,165 "
1883.....	1,100,000	" 34,100,000 "
1884.....	1,122,265	" 34,790,215 "
1885.....	1,086,032	" 33,666,992 "
1886.....	1,280,091	" 39,682,821 "
1887.....	1,333,361	" 43,575,872 "
1888.....	1,482,883	" 46,710,815 "
1889.....	1,546,587	" 48,717,490 "
1890.....	1,856,883	" 58,498,114 "
1891.....	1,810,812	" 56,135,172 "
1892.....	1,961,449	" 60,814,919 "
1893.....	2,092,903	" 64,879,993 "
1894.....	1,931,666	" 59,881,646 "
1895.....	1,962,059	" 60,823,844 "
1896.....	2,198,785	" 68,007,358 "
1897.....	2,124,507	" 65,859,744 "
1898.....	2,040,158	" 63,204,898 "
1899.....	2,100,411	" 65,112,741 "
1900.....	2,283,603	" 70,791,693 "
1901.....	2,517,755	" 78,050,402 "

## MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1901.

Months.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January .....	186,510	1,868,728	2,820,286	1,217,085	47,250	169,500
February .....	180,855	892,445	2,558,815	1,274,985	78,750	126,750
March .....	161,830	1,356,870	2,841,175	1,174,230	80,064	143,250
April .....	156,820	642,427	1,007,515	959,680	21,880	82,250
May .....	154,345	865,260	2,284,500	1,486,840	62,887	89,000
June .....	146,010	841,342	1,216,645	996,010	24,070	9,000
July .....	171,580	5,591,149	1,068,680	1,213,945	78,656	2,250
August .....	202,925	8,833,349	1,221,465	1,888,915	187,365	18,840
September .....	188,805	2,038,034	996,000	1,806,135	51,768	239,500
October .....	216,148	1,111,198	1,028,000	1,840,015	85,565	544,500
November .....	197,675	1,067,547	1,499,555	1,018,800	81,000	377,608
December .....	231,050	762,771	2,881,965	1,462,600	12,800	201,750
By Wagon .....		450,480	500,000	400,000		
Total .....	2,170,548	20,960,805	20,884,080	15,728,180	686,810	1,982,926

## MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1901.

Months.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January .....	261,557	1, 90	2,574,582	1,182,510		19,750
February .....	259,942	1, 60	2,102,967	870,195		12,440
March .....	309,585	2, 80	2,821,668	894,600		4,470
April .....	238,285	1, 00	1,090,087	454,030		24,860
May .....	215, 00	1, 05	1,709,801	986,385		9,210
June .....	215, 00	1, 45	1,461,675	804,680		8,000
July .....	209, 00	2, 09	742,214	707,240		
August .....	286,846	2, 34	1,260,990	1,542,065		985
September .....	281,007	1, 87	747,112	772,370		1,885
October .....	254,880	1, 68	891,185	779,080		1,945
November .....	238,525	658,288	1,809,985	728,020		9,087
December .....	221,480	771,928	1,516,975	694,990		5,666
Total .....	2,961,568	17,012,658	17,719,666	10,511,806	490,517	92,201

## TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY YEARS.

	Receipts.	Shipments.
1883 .....	54,608,141	41,540,108
1884 .....	51,983,494	37,682,949
1885 .....	52,776,832	41,227,330
1886 .....	52,379,425	38,833,580
1887 .....	42,918,800	37,680,878
1888 .....	48,748,562	36,008,823
1889 .....	51,186,121	38,402,167
1890 .....	66,468,596	56,232,700
1891 .....	77,796,389	66,155,187
1892 .....	68,835,754	51,350,819
1893 .....	60,548,136	53,545,978
1894 .....	66,348,786	51,487,900
1895 .....	51,646,405	35,170,487
1896 .....	37,410,330	29,839,268
1897 .....	57,208,349	41,800,512
1898 .....	63,561,364	48,967,028
1899 .....	60,384,008	52,732,679
1900 .....	55,066,154	41,028,588
1901 .....	69,555,819	54,606,489
1901 .....	69,817,264	59,152,871

Since 1892, Flour is reduced to wheat at four and one-half bushels to the barrel, previous to 1892 at five bushels.

**RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.**

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Eye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1876.....	8,037,574	2,630,007	15,249,909	12,728,849	3,680,913	1,982,983	399,826	304,192	1,492,985	923,680
1877.....	8,274,151	2,410,190	11,847,771	9,509,014	3,124,721	1,550,885	472,907	397,183	1,526,490	188,251
1878.....	14,325,431	6,900,302	9,009,723	6,332,712	3,832,276	1,792,801	945,882	757,621	1,517,292	244,799
1879.....	17,083,362	7,302,076	13,360,636	8,311,045	5,002,165	2,154,093	713,738	428,790	1,831,507	260,432
1880.....	21,022,275	11,313,379	22,298,077	17,571,322	5,607,078	2,541,613	463,755	276,041	2,561,992	155,113
1881.....	13,243,571	6,921,630	21,259,310	15,390,180	6,295,050	3,222,858	469,769	304,761	2,411,723	187,064
1882.....	20,774,967	12,446,060	14,541,555	9,376,975	8,138,516	4,410,011	403,707	344,870	1,818,983	86,245
1883.....	15,000,704	6,430,765	20,001,450	15,199,849	6,452,757	3,047,559	532,270	393,537	2,860,798	180,900
1884.....	16,368,809	7,177,982	19,607,325	16,533,259	7,036,951	3,082,360	535,218	700,526	2,625,841	169,781
1885.....	10,630,677	2,532,609	26,114,782	20,491,416	7,383,529	3,630,829	726,798	636,640	3,017,862	210,240
1886.....	12,909,364	3,429,462	16,387,071	11,848,995	7,428,915	2,764,922	447,842	337,013	2,529,781	215,377
1887.....	14,510,315	6,238,268	16,576,386	13,341,172	9,768,645	3,780,729	296,726	176,352	2,963,192	291,357
1888.....	13,010,103	4,412,506	20,269,499	15,904,759	10,456,760	5,414,764	421,514	275,233	3,044,961	324,083
1889.....	18,810,591	5,351,141	34,299,781	30,649,187	11,347,340	6,803,877	679,384	849,072	3,070,307	352,173
1890.....	11,730,774	3,688,015	45,006,681	40,616,383	12,329,955	7,191,898	501,054	467,360	2,794,390	230,155
1891.....	25,523,183	14,977,215	21,530,940	14,581,603	12,432,215	7,772,853	1,149,490	1,069,403	2,108,516	173,663
1892.....	27,483,855	14,338,534	32,030,030	22,606,756	10,604,810	4,972,928	1,189,153	1,032,374	2,691,949	188,563
1893.....	14,642,999	7,838,694	33,809,405	29,656,427	10,053,235	4,084,276	583,799	586,323	1,986,746	123,613
1894.....	10,003,242	3,140,172	23,546,945	18,163,853	10,198,605	3,909,809	140,285	120,036	2,083,433	78,871
1895.....	11,276,885	7,878,613	8,779,390	6,981,369	10,468,160	4,606,374	224,831	173,296	2,104,126	45,351
1896.....	12,651,248	6,650,578	24,763,445	20,042,730	11,491,310	5,395,687	296,930	247,529	1,931,611	106,624
1897.....	12,067,735	7,460,084	31,077,440	25,817,631	12,147,225	5,360,630	712,428	989,491	1,606,811	125,121
1898.....	14,240,252	11,026,765	26,733,965	27,969,091	10,725,890	5,975,364	571,707	670,022	2,001,911	52,983
1899.....	10,428,163	4,908,427	23,344,475	20,241,923	12,606,835	6,184,585	454,790	491,642	1,409,474	77,572
1900.....	19,786,614	12,473,366	25,613,410	22,682,765	13,257,925	7,588,708	476,365	481,778	2,011,500	121,460
1901.....	20,860,805	17,012,659	20,884,060	17,718,656	16,728,130	10,511,805	696,810	490,517	1,939,993	92,201

**STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.**

YEAR.	Wheat, bu.		Corn, bu.		Oats, bu.		Rye, bu.		Barley, bu.	
	Year.	Year.	Year.	Year.	Year.	Year.	Year.	Year.	Year.	Year.
1892.....	336,563	905,316	72,563	101,373	7,545,050	1,086,684	172,406	43,619	187,921	
1893.....	1,998,984	1,177,326	176,092	230,169	6,572,312	360,068	51,017	3,963	64,357	
1894.....	2,692,250	516,743	87,030	76,071	7,945,975	1,755,973	750,356	4,489	24,418	
1895.....	2,676,049	1,277,909	197,633	79,727	2,367,144	44,879	629,002	12,972	11,189	
1896.....	4,422,336	1,732,987	689,320	110,260	2,734,385	2,101,223	521,639	77,392	18,622	
1897.....	4,678,339	1,062,930	1,380,636	107,826	2,959,433	4,180,131	491,792	98,719	8,155	
1898.....	3,803,153	1,257,375	709,655	112,609	1,766,479	327,159	170,314	6,313	14,918	
1899.....	2,568,671	1,928,410	543,723	254,241	2,985,476	506,046	29,728	10,633	50,723	
1900.....	2,322,141	778,358	378,310	165,433	5,972,356	846,159	19,341	11,886	75,140	
1901.....	3,153,834	509,899	87,541	106,514	3,660,244	1,010,045	38,971	114,833	3,429	

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1900.	1901.	Months.	1900.	1901.
January .....	812,687	1,368,728	January .....	697,190	1,409,790
February.....	825,990	892,445	February .....	462,120	1,455,080
March .....	448,011	1,856,670	March .....	607,710	2,498,880
April .....	889,286	642,427	April .....	584,171	1,155,740
May .....	459,788	865,260	May.....	852,280	1,355,815
June.....	607,529	841,342	June.....	414,720	699,445
July .....	4,136,881	5,591,149	July .....	1,834,140	2,266,606
August .....	4,780,084	3,838,249	August .....	2,262,050	2,026,234
September.....	3,195,082	2,098,094	September.....	1,834,750	1,761,137
October.....	2,173,715	1,111,198	October.....	1,617,965	959,263
November .....	1,110,242	1,057,547	November.....	1,234,840	658,288
December .....	1,408,124	762,271	December .....	1,181,450	771,928
By Wagon.....	585,800	450,480			
Total bushels...	19,786,614	20,860,805	Total bushels...	12,478,866	17,012,658

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1901.	1900.	1899.
The West by rail and Missouri River.....	11,614,246	10,468,947	4,447,978
The South by rail from west of Mississippi river .....	1,605,273	8,078,608	942,958
The South by Mississippi river boats.....	1,298,128	1,286,116	777,616
The South by rail from east of Mississippi river.. .....	580,821	1,625,070	1,007,845
The East by rail and by Illinois river.....	1,167,723	801,481	971,545
The North and Northwest by rail and river.....	4,194,184	1,943,097	1,872,554
Wagons from near the city.....	450,480	585,800	407,672
Total Receipts, bushels .....	20,860,805	19,786,614	10,428,163

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1901.	1900.	1899.
Europe direct via Atlantic seaboard.....	6,294,729	870,680	772,100
Europe direct via New Orleans.....	1,828,244	169,241	284,720
East by rail (not exported).....	4,498,602	8,016,972	} 8,798,896
South by rail (not exported).....	4,142,280	8,199,007	
To local points by rail and river.....	248,803	217,466	108,221
Total shipments, bushels. ....	17,012,658	12,478,866	4,908,427



## CORN.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1900.	Months.	1901.	1900.
January .....	2, 95	1, 50	January .....	2 92	1
February .....	2, 15	2, 20	February .....	2 87	1
March .....	2, 75	2, 25	March .....	2 68	2
April .....	1, 15	2, 65	April .....	1 87	2
May .....	2, 00	1, 90	May .....	1 01	2
June .....	1, 45	2, 50	June .....	1 75	1
July .....	1, 20	1, 15	July .....	1 14	1
August .....	1, 65	1, 20	August .....	1 90	1
September .....	1, 00	1, 15	September .....	1 12	1
October .....	1, 00	1, 75	October .....	1 25	1
November .....	1, 65	1, 45	November .....	1 95	1
December .....	2, 55	2, 10	December .....	1 75	2
By Wagons .....	00	00			
Total bushels ..	20,824,080	25,612,410	Total bushels...	17,718,656	20,241,928

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1899.	1900.	1901.
The West by rail and Missouri River .....	9,092,570	8,641,950	4,012,085
The South by rail from west of Mississippi river.....	840,906	641,565	404,175
The South by Mississippi river boats. ....	29,290	20,575	7,585
The South by rail from east of Mississippi river.....	78,550	226,800	917,640
The East by rail and by Illinois river .....	1,000,055	1,777,810	6,425,570
The North and Northwest by rail and river.....	12,508,105	12,794,710	8,567,055
Wagons from near the city .....	400,000	500,000	500,000
Total Receipts, bushels .....	23,844,475	25,612,410	20,824,080

## DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1899.	1900.	1901.
Europe, direct via Atlantic Seaboard.....	11,522,562	10,556,998	5,671,010
Europe, direct via River to New Orleans.....	2,006,488	1,748,517	8,087,597
South and East by rail (not for export).....	12,985,508	7,932,580	12,770,478
Southern points by river.....	211,199	52,818	48,000
Local points.....	48,804	51,010	55,596
Total Shipments, bushels.....	27,669,091	20,241,928	22,582,781

## DIRECTION OF SHIPMENTS, 1901.

Exported via Gulf and Atlantic ports.....	1,637,098
Exported via New Orleans.....	555,706
South by rail for consumption.....	18,069,451
East by rail for consumption.....	1,298,010
South by river for consumption .....	98,284
West by rail for consumption .....	1,081,078
To local points.....	48,280
Total shipments, bushels.....	17,718,656

## OATS.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1900.	1901.	Months.	1900.	1901.
January .....	1,489,180	1,217,065	Ja .....	787,235	1,182,510
February .....	977,800	1,274,985	Fe .....	529,780	870,195
March .....	945,875	1,174,220	Ma .....	1,845	894,600
April .....	1,15	959,680	Ap .....	762,790	454,060
May .....	1,15	1,496,840	Ma .....	776,802	936,835
June .....	1,10	966,010	Ju .....	689,615	904,660
July .....	1,10	1,218,945	Ju .....	376,765	707,240
August .....	1,10	1,898,915	Al .....	657,955	1,542,055
September .....	1,15	1,805,135	Se .....	516,255	772,870
October .....	1,175	1,340,015	Oc .....	637,577	779,090
November .....	1,10	1,018,900	Ne .....	527,039	728,020
December .....	1,10	1,461,800	De .....	445,895	694,990
By Wagon .....	1,10	400,000			
Total bushels ...	13,257,925	15,728,130	Total bushels...	7,568,708	10,511,905

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1899.	1900.	1901.
The West, by rail.....	2,062,620	2,294,590	1,415,455
The South, by rail from West of Mississippi River.....	57,890	49,665	48,005
The South, by Mississippi River Boats.....	190	505	520
The South, by rail from East of Mississippi River.....	876,850	962,995	997,845
The East, by rail and Illinois River.....	1,829,860	2,577,068	6,881,510
The North and Northwest, by rail and river.....	7,680,440	6,973,085	6,525,295
Wagons near the city.....	800,000	400,000	400,000
Total Receipts, bushels.....	12,606,835	13,257,925	15,728,130

## DIRECTION OF SHIPMENTS.

TO	1899.	1900.	1901.
The West.....	92,188	170,477	686,830
The South, by rail.....	5,821,029	5,568,462	9,221,185
The South, by river.....	629,653	686,864	508,075
The East, by rail.....	189,172	188,905	89,620
Local points.....	2,595	4,995	5,145
Total Shipments, bushels .....	6,194,665	7,568,708	10,511,905

In 1897, 416,850 bushels were exported via Atlantic ports and 631,429 bushels via New Orleans.

In 1898, 4,524 bushels were exported via Atlantic seaports and 861,717 bushels via New Orleans.

In 1899, 42,949 bushels were exported via Atlantic ports and 110,699 bushels via New Orleans.

In 1900, 244,607 bushels were exported via Atlantic ports and 667,804 bushels via New Orleans.

## R Y E.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1900.	Months.	1901.	1900.
January .....	47,250	48,750	January .....	50,770	41,450
February.....	78,750	33,000	February.....	78,080	33,310
March.....	80,054	37,500	March.....	65,190	39,840
April.....	21,380	35,250	April.....	17,600	34,850
May.....	62,687	33,279	May.....	56,640	47,460
June.....	24,070	8,250	June.....	22,968	24,970
July.....	78,656	35,214	July.....	20,726	15,810
August.....	187,385	35,189	August.....	112,346	27,140
September.....	51,768	22,479	September.....	21,518	14,070
October.....	35,565	100,578	October.....	3,274	65,268
November.....	31,500	20,576	November.....	16,380	25,510
December.....	42,800	65,290	December.....	25,075	57,570
Total bushels...	686,810	475,355	Total bushels...	490,517	481,778

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1901.	1900.	1899.
The West by rail.....	88,222	120,750	108,452
The South by rail from west of Mississippi river.....	750	12,850	15,730
The South by Mississippi river boats.....	590	153	236
The South by rail from east of Mississippi river.....	12,000	9,250	1,400
The East by rail and Illinois river.....	223,297	35,942	7,065
The North by rail and river.....	361,951	303,410	321,927
Total Receipts, bushels.....	686,810	475,355	454,790

## BARLEY.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1900.	Months.	1901.	1900.
January.....	169,500	299,250	Ja.....	19,750	19,800
February.....	126,750	169,000	Fe.....	12,440	5,100
March.....	142,250	90,000	Ma.....	4,470	2,780
April.....	89,250	67,500	Ap.....	24,860	7,400
May.....	89,000	27,000	Ma.....	9,210	17,450
June.....	9,000	3,750	Ja.....	8,000	7,740
July.....	2,250	3,000	Fe.....	.....	3,550
August.....	13,500	5,000	Ma.....	988	1,790
September.....	229,500	144,750	Ap.....	1,885	3,410
October.....	544,500	702,000	Ma.....	1,945	2,190
November.....	877,608	285,000	Ja.....	9,067	4,820
December.....	201,750	215,250	De.....	5,686	46,980
Total bushels...	1,989,908	2,011,500	Total bushels....	92,201	121,460

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1901.	1900.	1899.
The West by rail.....	19,858	16,750	29,500
The South by rail from West of Mississippi River.....	.....	.....	6,339
The South by Mississippi River Boats.....	140	.....	85
The East by rail and Illinois River.....	1,373,750	996,750	299,750
The North by rail and river.....	647,250	996,000	1,065,250
Total Receipts, bushels.....	1,989,908	2,011,500	1,400,474

No Canada Barley received in 1899.

19,000 bushels Canada Barley received in 1907.

No Canada Barley received in 1898.

29,069 bushels Canada Barley received in 1900.

67,517 bushels Canada Barley received in 1900.

5,000 bushels Canada Barley received in 1901.

DAILY RANGE DURING JANUARY, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE

FUTURES ON WHEAT, CORN AND OATS.

1901	No. 2 RED WHEAT.				No. 2 CORN.				No. 2 OATS.	
	CASH.	JAN.	MAY.	JULY.	CASH.	JAN.	MAY.	JULY.	MAY.	No. 2 OATS.
2	75 1/2	76 1/2	76 1/2	72 1/2 @ 75	35 1/2	85	85 1/2	86 1/2	86 1/2	25 1/2 @ 25 1/2
3	75 1/2	75 1/2	76 1/2	74 1/2	35 1/2	85 1/2	85 1/2	86 1/2	86 1/2	25 1/2 bld 25 1/2
4	75 1/2	75 1/2	76 1/2	75 1/2	36	85 1/2	85 1/2	86 1/2	86 1/2	25 1/2 bld 25 1/2
5	76 1/2	76 1/2	77 1/2	76 1/2	36 1/2	85 1/2	85 1/2	86 1/2	86 1/2	25 1/2 bld 25 1/2
6	76 1/2	76 1/2	77 1/2	75 1/2	37	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
7	75 1/2	75 1/2	76 1/2	74 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
8	75 1/2	75 1/2	76 1/2	74 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
9	75 1/2	75 1/2	76 1/2	74 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
10	75 1/2	75 1/2	76 1/2	74 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
11	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
12	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
13	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
14	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
15	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
16	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
17	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
18	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
19	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
20	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
21	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
22	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
23	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
24	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
25	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
26	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
27	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
28	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
29	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
30	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2
31	74 1/2	74 1/2	75 1/2	73 1/2	37 1/2	86 1/2	86 1/2	87 1/2	87 1/2	25 1/2 bld 25 1/2

TRADE AND COMMERCE OF

# FUTURES ON WHEAT, CORN AND OATS.

[illegible]

DAILY RANGE DURING MARCH, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE  
FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING APRIL, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE  
 FUTURES ON WHEAT, CORN AND OATS.

1901.	No. 2 RED WHEAT.					No. 2 CORN.					No. 2 OATS.		
	CASH.	APRIL.	MAY.	JULY.		CASH.	APRIL.	MAY.	JULY.		MAY.	JULY.	
1.....	74	74	72 1/2	73 1/2	73 1/2	42 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	26 1/2	nom
2.....	72 1/2	74	70 1/2	70 1/2	70 1/2	41	nom	39 1/2	41 1/2	41 1/2	26 1/2	24 1/2	nom
3.....	72	76 1/2	70 1/2	69 1/2	70 1/2	41 1/2	nom	40 1/2	41 1/2	42	26 1/2	24 1/2	bid
4.....	71	78 1/2	70 1/2	69 1/2	70 1/2	42 1/2	nom	42 1/2	42 1/2	43 1/2	26 1/2	25 1/2	@ 25 1/2
5.....	72	78 1/2	70 1/2	68 1/2	69 1/2	48	nom	41 1/2	42 1/2	42 1/2	26 1/2	25 1/2	ask
6.....	72	78 1/2	69 1/2	68 1/2	69 1/2	48	nom	41 1/2	42 1/2	42 1/2	26 1/2	25 1/2	ask
7.....	72	78 1/2	69 1/2	68 1/2	69 1/2	48	nom	41 1/2	42 1/2	42 1/2	26 1/2	25 1/2	ask
8.....	72	78 1/2	69 1/2	68 1/2	69 1/2	48	nom	41 1/2	42 1/2	42 1/2	26 1/2	25 1/2	ask
9.....	72	78 1/2	69 1/2	68 1/2	69 1/2	48	nom	41 1/2	42 1/2	42 1/2	26 1/2	25 1/2	ask
10.....	71	78 1/2	69 1/2	68 1/2	69 1/2	48	nom	41 1/2	42 1/2	42 1/2	26 1/2	25 1/2	ask
11.....	74	74 1/2	70 1/2	69 1/2	69 1/2	43	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	bid
12.....	73 1/2	74 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	bid
13.....	73 1/2	74 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
14.....	73 1/2	74 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
15.....	73 1/2	74 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
16.....	72	74 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
17.....	74	78 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
18.....	74	78 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
19.....	74 1/2	78 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
20.....	74 1/2	78 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
21.....	74 1/2	78 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
22.....	74 1/2	78 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
23.....	74 1/2	78 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
24.....	74 1/2	78 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
25.....	75	76 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
26.....	75	76 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
27.....	75	76 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
28.....	75 1/2	76 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
29.....	75 1/2	76 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom
30.....	74	75 1/2	70 1/2	69 1/2	69 1/2	43 1/2	nom	41 1/2	42 1/2	42 1/2	26 1/2	24 1/2	nom



DAILY RANGE DURING MAY, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE  
FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING JUNE, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE  
FUTURES ON WHEAT, CORN AND OATS.



# DAILY RANGE DURING AUGUST, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE

## FUTURES ON WHEAT, CORN AND OATS.

NO. 1	No. 2 RED WHEAT.					No. 2 CORN.					No. 2 OATS.		
	CASH.		OCT.		DEC.	CASH.	AUG.	SEPT.	OCT.	DEC.	SEPT.	MAY	
1.	66 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
2.	67 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
3.	68 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2
4.	69 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
5.	70 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2
6.	71 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
7.	72 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
8.	73 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
9.	74 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
10.	75 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2	76 1/2
11.	76 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
12.	77 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
13.	78 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
14.	79 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
15.	80 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
16.	81 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
17.	82 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
18.	83 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
19.	84 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
20.	85 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
21.	86 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
22.	87 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
23.	88 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
24.	89 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
25.	90 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
26.	91 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
27.	92 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
28.	93 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
29.	94 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
30.	95 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2

THE CITY OF ST. LOUIS.





DAILY RANGE DURING SEPTEMBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE

FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING OCTOBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE

FUTURES ON WHEAT, CORN AND OATS.



DAILY RANGE DURING NOVEMBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE  
FUTURES ON WHEAT, CORN AND OATS.

TRADE AND COMMERCE OF

1901.	No. 2 RED WHEAT.					No. 2 CORN.					No. 2 OATS.				
	CASH.	NOV.	DEC.	JAN.	MAY.	CASH.	NOV.	DEC.	MAY.		NOV.	DEC.	MAY.		
1....	72½ @	72½	71½ @	72½	75½ @	61	61½ @	58½ @	59½	61½	.....	88½	nom	40½ @	40½
2....	72½	72½	71½	72½	75½	60½	62	58½	59½	61½	.....	88½	nom	40½	40½ b
4....	72½	72½	72½	72½	75½	61	62½	59½	60	62	.....	88½	bld	40½	40½
5....	78	78½	72½	78½	76½	61½	62½	59½	60½	62½	.....	89		41	41½
6....	78½	78½	72½	78½	76½	62	63	60½	61½	63	.....	89½		41½	41½
7....	78½	74½	72½	78½	76	62½	63	60½	60½	62½	.....	40	nom	41½	42
8....	78½	74½	73½	78½	76½	62½	63	60½	60½	62½	.....	40		41½	42½
9....	74	74½	73½	78½	76½	62½	62½	59½	60½	62½	.....	39½	bld	41½	42½
11....	74½	74½ n	73½	74½	77	62½	63	60½	60½	62½	.....	40	41 b	42	42½
12....	78½	74½	72½	78½	75½	62	62½	59½	60½	62	.....	40	nom	41½	42½ b
13....	78½	74½	72½	78	75½	62	62½	59½	60½	62	.....	41	bld	41½	42½
14....	78½	74½	78½	74	76½	63	64	61	61½	63½	.....	41½	bld	42½	43
15....	74½	75½	78½	74	76½	63½	65	61½	62	68½	.....	41½	bld	42½	42½
16....	74½	75½	78½	74½	77½	64	64½	61½	62½	68½	.....	41	bld	42½	42½
18....	74½	75½	73½	78½	76½	63½	64	60½	61½	63½	.....	40½	ask	42	42½
19....	74½	75	78½	78½	76½	63	68½	60½	61½	63½	.....	41½	nom	42½	42½
20....	74½	75½	78½	74	76½	63½	64	61½	62	63½	.....	41½	bld	42½	43½
21....	75½	76	74	74½	77	63½	64½ n	61½	62½	63½	.....	42	nom	43	43½
22....	75½	76½	78½	74½	76½	64	65½	61½	62½	63½	.....	42	nom	43½	43½
25....	75½	76½	74½	74½	77½	65½	66	62½	63½	64½	.....	42	42½	43½	44½
25....	76½	77	74½	75½	77½	65½	66 n	63½ b	64½	65½	.....	43½	44 b	44½	45½
26....	76½	77½ n	74½	75	77½	66	66	64½	65	65½	.....	44	44½ b	44½	45
27....	78	78½	74½	76½	77½	66½	66½	64½	65½	66½	.....	44½	bld	44½	45
29....	79½	79½	76½	77½	78½	66½	66½	65½	66½	67½	.....	45	bld	45½	45½
30....	79½	80	77½	77½	78½	64½	65½	64½	65½	66	.....	45	ask	45	45½

DAILY RANGE DURING DECEMBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE  
FUTURES ON WHEAT, CORN AND OATS.

1901	No. 2 RED WHEAT.					No. 2 CORN.					No. 2 OATS.				
	CASH.		DEC.	JAN.	MAY.	CASH.		DEC.	JAN.	MAY.	DEC.		JAN.	MAY.	
2	81	77½@79½b	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	80½	
3	81½	80½	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	
4	83	80½	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	
5	83½	81	82	82	82	82	82	82	82	82	82	82	82	82	
6	83½	81	82	82	82	82	82	82	82	82	82	82	82	82	
7	84½	83½	84½	84½	84½	84½	84½	84½	84½	84½	84½	84½	84½	84½	
8	85	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	
9	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	85½	
10	84	82½	82½	82½	82½	82½	82½	82½	82½	82½	82½	82½	82½	82½	
11	83½	81½	82	82	82	82	82	82	82	82	82	82	82	82	
12	83½	81½	82	82	82	82	82	82	82	82	82	82	82	82	
13	84	83	83	83	83	83	83	83	83	83	83	83	83	83	
14	84	83	83	83	83	83	83	83	83	83	83	83	83	83	
15	84	83	83	83	83	83	83	83	83	83	83	83	83	83	
16	84	83	83	83	83	83	83	83	83	83	83	83	83	83	
17	84	83	83	83	83	83	83	83	83	83	83	83	83	83	
18	84	83	83	83	83	83	83	83	83	83	83	83	83	83	
19	83½	84½n	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	81½	
20	85	85½n	83½	83½	83½	83½	83½	83½	83½	83½	83½	83½	83½	83½	
21	85½	86½n	84	84	84	84	84	84	84	84	84	84	84	84	
22	87½	88½	85	85	85	85	85	85	85	85	85	85	85	85	
23	88½	89½	86½	86½	86½	86½	86½	86½	86½	86½	86½	86½	86½	86½	
24	88	89½	86½	86½	86½	86½	86½	86½	86½	86½	86½	86½	86½	86½	
25															
26															
27															

**RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED  
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.**

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cent. of Total Crop marketed at St. Louis.
1888.....	21	18 72	17,845,087	456,829,000	3.91
1889.....	66	12 00	17,108,906	414,898,000	4.13
1890.....	1, 17	18 24	21,236,550	490,600,000	4.33
1891.....	1, 48	12 00	17,836,217	399,263,000	4.47
1892.....	1, 90	26 28	23,443,183	611,780,000	3.83
1893.....	1, 08	26 28	23,301,974	615,949,000	3.78
1894.....	1, 35	12 04	17,849,061	396,181,725	4.50
1895.....	1, 83	10 18	18,163,537	460,367,416	3.93
1896.....	1, 81	12 55	17,425,319	467,102,947	3.73
1897.....	1, 71	11 94	18,019,963	427,864,346	4.21
1898.....	1, 65	12,719,825	18,845,967	580,149,188	3.26
1899.....	1, 98	14,822,491	20,856,509	675,149,705	3.09
1900.....	1, 75	10,211,628	18,955,915	547,808,846	3.46
1901.....	2, 35	23,211,245	32,814,555	522,229,505	6.08

**DOMESTIC EXPORTS OF FLOUR AND GRAIN FROM THE UNITED STATES  
FOR THE CALENDAR YEAR 1901,**

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington, D. C.

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL. Two Months. BUSH.
1901.....	8,883,249	5,591,140	9,424,869
1900.....	4,780,084	4,180,881	8,860,965
1899.....	2,107,170	1,829,118	4,086,288
1898.....	1,594,952	1,110,280	2,705,182
1897.....	2,689,971	1,261,528	3,901,499
1896.....	3,098,790	2,265,192	5,858,982
1895.....	2,858,692	1,902,850	4,256,042
1894.....	2,881,038	3,848,803	5,679,841
1893.....	2,496,228	2,207,104	4,698,882
1892.....	6,610,977	3,376,424	9,887,401
1891.....	5,194,505	3,627,926	8,822,431
1890.....	2,169,492	2,476,860	4,645,852
1889.....	3,060,892	2,830,065	5,410,957
1888.....	4,021,192	2,111,895	6,132,587
1887.....	3,094,637	4,419,464	7,514,091
1886.....	2,723,037	4,476,270	7,199,307
1885.....	2,167,175	984,858	3,152,083
1884.....	3,463,522	1,976,184	5,439,656
1883.....	3,290,267	1,299,443	4,589,710
1882.....	3,787,080	4,022,118	7,759,148
1881.....	1,828,189	1,602,423	3,430,612
1880.....	3,872,201	4,076,181	7,448,382

RECEIPTS OF WHEAT BY CROP YEARS.

Bushels.				Bushels.			
Year ending June 30, 1890 .....	15,205,124			Year ending June 30, 1896 .....	12,896,755		
“ “ “ 1891 .....	12,812,960			“ “ “ 1897 .....	11,814,494		
“ “ “ 1892 .....	26,998,228			“ “ “ 1898 .....	12,719,825		
“ “ “ 1893 .....	26,013,638			“ “ “ 1899 .....	14,822,491		
“ “ “ 1894 .....	12,663,604			“ “ “ 1900 .....	10,211,628		
“ “ “ 1895 .....	10,126,818			“ “ “ 1901 .....	23,211,245		

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Corn, No. 2 Oats and No. 2 Rye, during 1901:

	No. 2 Red Wheat.	No. 2 Corn.	No. 2 Oats.	No. 2 Rye.
January .....	77 72	87½ 85½	26½ 28½	51½ 49
February .....	75½ 73½	40 87½	27½ 26	58 51
March .....	75½ 74	48 88½	28½ 26	58 51½
April .....	76½ 71	46½ 41	29½ 27	55½ 53
May .....	76 72½	45½ 43	31 29	57 55
June .....	75½ 68½	44 41½	30½ 28½	56½ 42 nom
July .....	70½ 61½	60½ 48½	41½ 29½	64 50
August .....	74 66½	63 55½	39 36½	64 59
September .....	72½ 70½	60 55½	38½ 36½	59½ 56½
October .....	78½ 70½	61 57	39½ 37	57 55
November .....	80 72½	66½ 60½	47 39	65½ 56
December .....	88½ 81	70 65½	50 46½	67½ 65

FIRST NEW WHEAT.—One car received June 17th, from Tulsa, I. T.; two cars received June 20 from Union City, Tenn.; one car, June 27, from Scott Co., Mo.

FIRST NEW HAY.—One car prairie, June 1st, from Indian Territory.

## CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1901.

## RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1899.....	11,185	508,717	88,806
1890.....	96,375	599,515	106,375
1891.....	45,914	488,568	107,608
1892.....	95,333	573,209	87,480
1893.....	96,866	805,837	56,722
1894.....	125,085	896,063	75,884
1895.....	86,280	236,499	80,906
1896.....	78,495	216,708	54,599
1897.....	147,755	412,401	63,889
1898.....	152,570	581,829	68,474
1899.....	126,125	556,180	118,748
1900.....	250,285	535,879	96,655
1901.....	249,060	848,674	91,614

## MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1901 AND 1900.

1900.		1901.	1900.		1901.
January.....	1.70@1.80	2.00@2.05	July.....	2.15@2.30	2.85@2.95
February.....	1.75 1.85	2.05	August.....	2.00 2.25	2.85 3.10
March.....	1.80 2.05	2.05 2.10	September.....	2.00 2.10	2.90
April.....	1.95 2.10	2.10 2.25	October.....	2.00 2.10	2.90
May.....	1.95 2.00	2.25 2.30	November.....	2.00 2.05	2.90 3.10
June.....	1.95 2.30	2.30	December.....	2.00 2.05	3.10 3.25

## OAT MEAL, MANUFACTURED.

Stable Cereal Mills, 1901.....	20,102 bbls.
“ “ “ 1892.....	23,000 “
“ “ “ 1893.....	20,000 “
“ “ “ 1894.....	20,000 “
“ “ “ 1895.....	25,722 “
“ “ “ 1896.....	23,000 “
“ “ “ 1897.....	20,000 “
“ “ “ 1898.....	25,000 “
“ “ “ 1899.....	25,000 “
“ “ “ 1900.....	25,000 “
“ “ “ 1901.....	25,000 “

## MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FRED FOR  
TWENTY-FOUR YEARS.

			SHIPMENTS.		
			In Bulk, Care.		
1881	740,083	436	1891	841,665	1,553
1882	848,080	400	1900	1,078,887	908
1883	1,085,842	462	1899	988,685	1,300
1884	676,911	582	1898	879,690	990
1885	306,795	464	1897	851,309	663
1886	587,988	472	1896	1,000,575	445
1887	434,868	267	1895	707,787	340
1888	890,111	490	1894	763,483	809
1889	878,843	638	1893	748,098	1,011
1890	838,153	842	1892	748,646	765
1891	890,668	941	1891	856,591	606
1892	149,422	905	1890	891,539	726
1893	145,010	940	1889	814,474	890
1894	171,145	880	1888	623,650	538
1895	103,548	808	1887	767,856	265
1896	110,763	866	1886	890,406	335
1897	175,683	647	1885	800,881	908
1898	196,700	697	1884	711,871	1,000
1899	223,665	1,022	1883	688,496	1,361
1900	344,814	1,121	1882	580,115	1,024
1901	148,788	644	1881	602,108	1,226
1902	138,874	447	1880	580,448	1,906
1903	118,605	468	1879	490,461	1,185
1904	140,844	386	1878	600,565	1,080

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN AND SHIPSTUFFS  
FOR 1901.

MONTHS.	BRAN, PER 100 LBS.				SHIPSTUFFS, PER 100 LBS.	
	Sacked East Side.		Sacked West Side.			
	Ots.		Ots.		Ots.	
January.....	66	68	65	68	75	77
February.....	69	73	69	74	75	78
March.....	75	78½	75	78	75	82
April.....	70	77½	72	78	78	80
May.....	67½	72½	71	75	77	78
June.....	61½	68	64	78	74	78
July.....	68	86	64	85	75	98
August.....	78	90	80	87	90	1.00
September.....	75	80	78	80½	92	95
October.....	77	88	80	88	92	1.00
November.....	87½	1.05	88	1.05	1.00	1.15
December.....	1.06	1.16	1.05	1.17	1.15	1.25

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST  
ST. LOUIS DURING THE YEAR 1901.

1901.	WINTER WHEAT.										SPRING WHEAT.					Total Cars.
CARS BY RAIL.	Red.					Hard Winter.			White Winter.		2	3	4	Mixed.		
	2	3	4	Rejected Wheat.	No Grade.	2	3	4	2	3				2	3	
January .....	507	891	120	18	48	607	264	10	....	....	21	28	30	15	19	2,078
February.....	415	234	64	10	34	259	141	4	....	....	14	33	9	8	17	1,242
March.....	886	268	91	14	10	696	254	8	....	1	18	25	11	16	35	1,808
April .....	298	95	45	4	7	261	81	8	....	....	10	6	....	....	2	812
May.....	216	110	69	5	18	898	122	7	....	....	5	8	1	1	5	968
June .....	273	185	76	6	85	264	78	5	1	1	10	41	6	4	8	988
July.....	3,018	429	60	7	83	1,214	55	8	5	2	4	71	14	32	2	4,944
August.....	776	84	62	8	46	1,667	898	22	1	....	8	18	8	53	8	3,144
September ...	810	88	4	12	24	1,048	808	14	....	2	14	35	...	15	13	1,827
October.....	263	12	11	9	9	548	107	9	....	....	8	32	...	8	3	1,014
November....	265	19	12	6	5	547	182	2	....	....	5	38	4	18	1	1,049
December....	107	11	11	2	6	710	181	.....	1	....	2	28	8	2	7	1,019
Totals .....	6,809	1,871	625	96	275	8,212	2,061	87	8	6	104	361	81	167	120	20,883

SACK WHEAT INSPECTED.

	Sacks.
No. 2 Red Wheat.....	690,751
No. 3       ".....	111,822
No. 4       ".....	17,985
Rejected Wheat.....	1,008
No Grade.....	1,641
Total Sacks.....	823,157

	Cars.	Sacks.
Inspections—West Side.....	15,741	412,422
"       East Side .....	5,142	410,785

## GRAIN INSPECTION.

## REPORT OF CORN, OATS AND EYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1901.

SACK CORN INSPECTED.			
No. 2 Corn.	Corn, Sacks.	Oats, Oars.	Eye, Oars.
No. 2 " "	5,226		
No. 2 White.	118		
No. 2 " "	1,518		
No. 2 Yellow.	159		
No. 2 " "	1,109		
No. 2 " "	70		
Total Sacks.	8,196		
Inspections—West Side.	Corn, Sacks.	Oats, Oars.	Eye, Oars.
East Side.	8,810	8,729	839
	4,556	8,115	434



**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST  
CLOSE OF EACH**

\* St. Louis Elevator destroyed by fire April 7th and reduction from stock made April 18th.

ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE  
WEEK, DURING 1901.

# STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. OF EACH WEEK

Saturday Evening.		No. 2.	No. 3.	No. 4.	No. 3 White.	No. 3 White.
Jan.	5.....	125,888	14	18,618	59,726	58,048
"	12.....	189,837	18	17,821	72,509	28,910
"	19.....	118,809	6	17,831	70,256	8,280
"	26.....	112,048	8	17,848	51,084	11,772
Feb.	2.....	152,729	9	18,818	77,596	5,405
"	9.....	200,480	11	18,818	105,682	9,645
"	16.....	284,177	6	652	106,990	6,566
"	23.....	240,579	5	1,875	114,411	4,855
March	2.....	285,778	10.....	5,780	108,290	5,815
"	9.....	678,268	156,716	7,774	81,990	29,778
"	16.....	482,767	213,018	8,717	71,420	9,065
"	23.....	450,181	149,491	.....	58,688	18,022
"	30.....	427,850	89,764	2,478	21,754	10,206
April	6.....	884,479	48,518	282	26,506	12,188
"	13.....	817,118	29,429	.....	15,204	8,296
"	20.....	810,807	18,429	.....	14,721	6,241
"	27.....	288,127	18,751	.....	12,116	.....
May	4.....	278,896	11,577	.....	11,287	12,091
"	11.....	887,116	20,588	782	27,253	.....
"	18.....	270,661	19,814	.....	28,622	.....
"	25.....	282,454	18,866	889	20,896	8,518
June	1.....	248,514	9,256	.....	12,061	1,064
"	8.....	288,807	22,678	5,006	22,884	8,560
"	15.....	268,566	11,476	8,489	21,817	9,850
"	22.....	274,208	6,288	.....	15,280	2,848
"	29.....	284,804	1,066	.....	18,547	4,067
July	6.....	258,725	.....	750	17,062	5,822
"	13.....	228,883	.....	1,480	15,958	674
"	20.....	154,685	1,898	750	11,756	7,784
"	27.....	127,900	1,988	2,186	24,186	8,010
Aug.	4.....	109,088	8,798	.....	81,782	10,101
"	10.....	108,528	1,175	.....	17,204	1,747
"	17.....	116,829	5,490	.....	10,966	1,740
"	24.....	188,568	5,260	.....	8,674	6,432
"	31.....	240,179	9,728	8,285	16,945	25,598
Sept.	7.....	288,855	10,728	8,288	14,045	87,165
"	14.....	248,465	20,004	8,288	14,042	84,999
"	21.....	302,858	18,658	.....	14,658	43,818
"	28.....	819,868	15,742	.....	22,128	89,918
Oct.	5.....	825,667	4,494	726	19,270	81,846
"	12.....	841,962	8,967	.....	80,271	28,271
"	19.....	846,640	4,752	750	46,742	15,104
"	26.....	818,605	1,198	2,782	.....	10,000
Nov.	2.....	289,474	2,709	2,784	.....	9,877
"	9.....	261,811	18,866	6,051	.....	5,697
"	16.....	228,998	1,075	8,181	.....	228
"	23.....	181,181	4,782	2,782	.....	7,187
"	30.....	194,714	9,555	.....	.....	2,852
Dec.	7.....	220,272	9,489	1,071	.....	2,506
"	14.....	272,381	21,782	1,074	.....	8,589
"	21.....	461,279	29,349	5,179	.....	10,801
"	28.....	561,583	122,841	5,707	.....	26,266

\*St. Louis Elevator destroyed by fire April 7th. Reduction of stock made on April 18th.

# LOUIS IN PUBLIC ELEVATORS BY GRADES AT THE CLOSE DURING 1901.

Saturday Evening.		No. 4 White.	No. 2 Yellow.	No. 3 Yellow	No Grade.	Total Corn, bushels.
Jan.	5.....	5,124	3,537	2,451	.....	407,788
"	12.....	52	4,644	2,451	.....	896,808
"	19.....	.....	6,241	2,451	.....	285,247
"	26.....	.....	7,907	2,629	.....	284,598
Feb.	2.....	.....	12,446	2,629	.....	868,788
"	9.....	572	14,992	2,629	.....	468,754
"	16.....	572	14,808	8,898	.....	427,688
"	23.....	1,411	15,980	4,790	.....	489,041
March	2.....	.....	25,589	19,786	.....	547,552
"	9.....	2,740	81,505	48,848	.....	785,684
"	16.....	2,740	86,958	45,228	.....	814,928
"	23.....	.....	83,067	46,889	.....	746,188
"	30.....	.....	42,688	86,584	.....	580,919
April	6.....	.....	21,840	16,788	.....	510,798
"	13.....	.....	4,520	4,077	.....	376,641
"	20.....	.....	4,520	4,077	.....	358,785
"	27.....	.....	5,202	8,898	.....	825,589
May	4.....	.....	1,596	3,898	.....	818,190
"	11.....	.....	8,487	8,898	.....	892,514
"	18.....	.....	8,487	8,898	1,070	821,497
"	25.....	.....	4,564	8,898	1,070	880,871
June	1.....	.....	5,557	4,286	.....	275,708
"	8.....	945	5,452	4,418	.....	808,317
"	15.....	1,684	8,272	1,757	.....	816,881
"	22.....	1,684	8,956	1,757	.....	811,046
"	29.....	1,684	14,017	.....	.....	324,005
July	6.....	.....	14,017	4,902	.....	800,778
"	13.....	.....	14,017	.....	9,696	270,704
"	20.....	.....	14,017	.....	.....	190,886
"	27.....	6,170	19,826	.....	.....	185,111
Aug.	3.....	788	32,154	2,884	.....	190,896
"	10.....	788	40,080	1,680	.....	166,098
"	17.....	788	52,522	1,630	.....	189,488
"	24.....	.....	121,458	5,897	.....	382,779
"	31.....	.....	155,871	1,080	.....	451,661
Sept.	7.....	.....	166,018	1,080	.....	471,149
"	14.....	.....	167,340	1,764	.....	484,897
"	21.....	505	181,756	3,592	.....	565,880
"	28.....	505	207,785	2,068	.....	607,982
Oct.	5.....	505	207,050	1,266	.....	589,824
"	12.....	.....	208,942	1,266	.....	619,639
"	19.....	.....	205,088	1,006	.....	620,080
"	26.....	.....	207,654	810	.....	581,881
Nov.	2.....	.....	197,184	1,568	.....	548,845
"	9.....	.....	194,204	.....	.....	580,755
"	16.....	.....	186,611	98	.....	455,158
"	23.....	.....	174,766	10,006	.....	877,316
"	30.....	.....	181,086	2,916	.....	416,110
Dec.	7.....	.....	227,880	8,752	.....	497,968
"	14.....	.....	238,062	19,672	.....	600,672
"	21.....	.....	108,728	22,785	.....	672,487
"	28.....	.....	107,156	41,229	.....	911,589

**STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC  
AT CLOSE OF EACH**

---

**OATS.**

# ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE WEEK DURING 1901.

RYE.						BARLEY.
Saturday Evening.	No. 2.	No. 2.	No. 4.	No Grade.	Total Rye.	Total Barley.
Jan. 5.....	8,650				15,071	77,489
" 12.....	9,041				15,463	78,648
" 19.....	4,041		881		10,914	62,517
" 26.....	4,413				8,249	60,708
Feb. 3.....	4,852				8,003	64,129
" 9.....	6,801				9,913	64,183
" 16.....	9,961				18,264	61,890
" 23.....	10,586				17,183	48,463
Mch. 2.....	5,806				13,100	15,108
" 9.....	5,129				8,408	100
" 16.....	5,129				8,408	77
" 23.....	5,844				7,640	2,186
" 30.....	5,203				7,558	2,603
April 6.....	4,770			795	7,861	2,603
" 13.....	297			795	2,802	407
" 20.....	297			795	2,125	407
" 27.....	788			795	2,566	
May 4.....	297			795	1,092	
" 11.....	430			795	1,412	
" 18.....	281			795	1,896	
" 25.....						
June 1.....						
" 8.....	592		308		1,017	
" 15.....	1,519		308		1,777	
" 22.....	2,168				8,100	
" 29.....	2,866				2,866	
July 6.....	2,866				5,877	
" 13.....	1,812				6,307	
" 20.....	5,520				10,248	
" 27.....	7,778				8,540	
Aug. 3.....	8,565				10,561	
" 10.....	21,087			672	23,177	851
" 17.....	40,578				41,999	1,697
" 24.....	89,839				89,847	1,897
" 31.....	45,005		308		46,523	2,485
Sept. 7.....	58,489		309		59,007	2,485
" 14.....	69,904		187		72,295	3,273
" 21.....	70,861		187		74,916	2,108
" 28.....	70,861		187		74,916	6,685
Oct. 5.....	69,967		187		74,042	9,096
" 12.....	77,966		856	746	84,118	11,202
" 19.....	80,868		856	899		11,202
" 26.....	81,994		8			10,049
Nov. 3.....	85,868		1			10,049
" 9.....	87,689	1	1			10,049
" 16.....	90,285	1			1	8,179
" 23.....	96,226	1				18,997
" 30.....	89,075	1			1	8,782
Dec. 7.....	89,086	1			1	8,877
" 14.....	90,898	1			1	8,877
" 21.....	95,086	1			1	1,121
" 28.....	95,878	1			1	8,429

# STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1901.

1901.		Wheat, bushels.			
January	5.....	407,788	25,824	771	77,489
	12.....	806,808	25,244	168	78,648
	19.....	285,247	8,648	114	62,517
February	26.....	284,586	7,124	149	60,758
	2.....	868,788	10,486	102	64,129
	9.....	468,754	10,486	118	64,182
March	16.....	427,688	29,772	164	61,680
	23.....	489,041	89,824	82	65,463
	30.....	547,552	89,781	100	15,108
April	6.....	788,634	89,684	108	100
	13.....	814,928	25,886	105	77
	20.....	746,188	65,428	140	2,195
May	27.....	580,919	45,712	89	2,602
	3.....	510,798	42,418	161	2,603
	10.....	878,641	86,297	102	497
June	17.....	858,785	7,696	25	407
	24.....	826,589	.....	2,586	.....
	31.....	818,190	11,696	1,092	.....
July	7.....	892,514	29,752	1,412	.....
	14.....	821,497	19,480	1,996	.....
	21.....	880,871	145,748	.....	.....
August	28.....	275,708	188,906	.....	.....
	4.....	808,817	108,447	1,017	.....
	11.....	816,881	85,827	1,727	.....
September	18.....	811,046	96,910	10	.....
	25.....	824,005	79,482	16	.....
	1.....	800,778	78,519	77	.....
October	8.....	270,704	42,877	77	.....
	15.....	190,886	8,725	19	.....
	22.....	165,111	62	10	.....
November	29.....	190,895	19	51	.....
	5.....	166,088	86	77	861
	12.....	189,428	41	10	1,697
December	19.....	882,779	09	17	1,697
	26.....	451,661	68	12	2,486
	1.....	471,149	04	77	2,486
January	8.....	484,997	18	16	2,275
	15.....	565,880	89	16	2,108
	22.....	607,982	82	16	6,665
February	29.....	589,624	82	12	9,086
	5.....	619,699	88	19	11,202
	12.....	620,080	75	17	11,202
March	19.....	581,831	89,182	16	10,049
	26.....	548,945	278,885	17	10,049
	3.....	580,755	216,081	17	10,049
April	10.....	455,153	156,705	15	8,179
	17.....	877,816	147,847	15	18,897
	24.....	416,110	112,617	12	8,782
May	1.....	497,968	90,402	12	8,877
	8.....	600,672	88,146	16	8,877
	15.....	672,487	48,956	18	1,121
June	22.....	911,589	42,924	15	8,429

## STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLUDED IN ABOVE.

Bushels.		Bushels.		Bushels.	
Jan. 1.....	848,000	May 1.....	848,000	Sept. 1.....	798,000
Feb. 1.....	917,000	June 1.....	802,500	Oct. 1.....	873,000
March 1.....	711,000	July 1.....	178,500	Nov. 1.....	914,000
April 1.....	565,080	August 1.....	477,000	Dec. 1.....	811,600

## VISIBLE SUPPLY OF GRAIN FOR 1901.

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES  
AND CANADA AND IN TRANSIT DURING 1901, AS REPORTED  
BY THE CHICAGO BOARD OF TRADE.

1901.	Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye. Bus.	Barley. Bus.
January 5.....	00	00	00		2,488,000
12.....	00	00	00		2,230,000
19.....	00	00	00		2,011,000
26.....	00	00	00		1,989,000
February 2.....	00	00	00		1,878,000
9.....	00	00	00		1,779,000
16.....	00	00	00		1,669,000
23.....	00	00	00		1,650,000
March 2.....	00	00	00		1,530,000
9.....	00	00	00		1,355,000
16.....	00	00	00		1,387,000
23.....	00	00	00		1,214,000
30.....	00	00	00		1,112,000
April 6.....	00	00	00		850,000
13.....	00	00	00		819,000
20.....	00	00	00		718,000
27.....	00	00	00		696,000
May 4.....	00	00	00		695,000
11.....	00	00	00		719,000
18.....	00	00	00		918,000
25.....	00	00	00		1,061,000
June 1.....	00	00	00		822,000
8.....	00	00	00		695,000
15.....	00	00	00		546,000
22.....	00	00	00		484,000
29.....	00	00	00		485,000
July 6.....	00	00	00		896,000
13.....	00	00	00		891,000
20.....	00	00	00		841,000
27.....	00	00	00		808,000
August 3.....	00	00	00		818,000
10.....	00	00	00		820,000
17.....	00	00	00		252,000
24.....	00	00	00		717,000
31.....	00	00	00		544,000
September 7.....	00	00	00		688,000
14.....	00	00	00		1,125,000
21.....	00	00	00		1,418,000
28.....	00	00	00		1,875,000
October 5.....	00	00	00		1,994,000
12.....	00	00	00		2,085,000
19.....	00	00	00		2,588,000
26.....	00	00	00		2,820,000
November 2.....	00	00	00		2,388,000
9.....	00	00	00		2,699,000
16.....	00	00	00		
23.....	00	00	00		2,570,000
30.....	00	00	00		2,007,000
December 7.....	00	00	00		2,809,000
14.....	00	00	00		2,858,000
21.....	00	00	00		1,991,000
28.....	00	00	00		2,458,000



## RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1901.

CITIES.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.	Total bushels.
Chicago.....	51,197,870	84,186,637	94 3,152	3,244,334	15,996,670	245,207,653
New York.....	33,698,200	28,236,500	21 5,050	1,306,300	2,812,950	99,289,000
Buffalo.....	61,294,248	30,539,848	21 8,545	1,256,284	7,687,239	122,216,164
St. Louis.....	30,860,605	20,834,080	11 8,120	696,810	1,939,993	60
Minneapolis...	90,838,570	7,868,750	10 8,880	1,202,040	4,999,160	114
Peoria.....	1,716,760	19,804,566	13 8,400	221,200	2,877,550	36
Baltimore.....	22,086,876	27,029,296	4 5,688	1,094,817	100,554	57
Kansas City...	28,952,800	13,488,850	1 9,600	465,150	62,200	46
Philadelphia...	12,666,449	16,699,747	4 7,000	113,930	489,600	36
Milwaukee.....	18,050,850	3,425,300	1 8,900	1,558,600	11,911,650	36
Toledo.....	19,604,024	11,585,805	8,567,816	124,828	70,806	39,902,781
Boston.....	47,000,965	4,948,583	1,316,224	1,081,257	2,925,667	57,217,696
Duluth and Superior.	24,796,841	11,904,615	4,902,106	612,206	1,094,427	41,608,592
New Orleans...	4,109,948	11,598,425	9,257,385	782,550	816,437	26,667,871
Cincinnati...	15,884,658	4,168,410	3,023,182	866,769	1,523,117	24,674,787
Montreal.....	3,042,908	3,268,974	9,087,671	20,984	21,684	12,387,116
Detroit.....	2,856,681	9,571,224	2,428,480	61,500	42,400	10,920,280
Cleveland.....	1,789,850	5,698,050	2,616,315	356,336	12,881,323	15,812,254
Indianapolis...	15,812,254	192,692	2,616,315	356,336	12,881,323	32,006,256
Galveston.....	16,457,692	192,692	2,616,315	356,336	12,881,323	32,006,256
San Francisco..	660,580	3,214,684	748	.....	.....	2,876,022
Portsmouth and Norfolk	4,785,596	3,572,573	2,624,566	.....	.....	11,182,735
Newport News.	.....	.....	.....	.....	.....	.....

## RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1898.	1899.	1900.	1901.
Flour.....	Barrels.	20,222,009	19,866,413	19,204,540	19,464,280
Wheat.....	Bushels.	126,689,962	96,707,390	84,581,219	136,898,942
Corn.....	"	180,667,892	184,862,179	179,709,682	108,844,130
Oats.....	"	90,600,245	88,161,522	76,424,089	70,129,542
Rye.....	"	16,026,774	5,792,123	2,794,827	3,611,008
Barley.....	"	6,296,766	14,761,091	10,294,913	4,600,706

## EXPORTS FROM THE UNITED STATES BY CLASSES DURING THE CALENDAR YEARS 1898, 1899, 1900 AND 1901.

As reported by Bureau of Statistics, Washington.

	1898.	1899.	1900.	1901.
Agriculture.....	\$851,915,762	\$723,178,406	\$904,653,958	\$940,340,477
Manufactures.....	807,924,994	890,787,891	441,406,942	335,144,030
Mining.....	25,851,092	83,279,187	39,222,909	40,416,597
Forest.....	89,030,818	47,562,121	54,481,146	50,491,255
Fisheries.....	5,819,208	5,687,077	8,074,684	7,426,684
Miscellaneous.....	3,016,771	3,532,663	5,169,027	4,856,996
Totals.....	\$1,283,558,140	\$1,252,982,244	\$1,453,018,629	\$1,438,083,990
Foreign.....	21,968,126	22,585,627	24,936,007	27,296,929
Grand totals.	\$1,255,548,266	\$1,275,467,971	\$1,477,949,636	\$1,465,380,919

MISSOURI CROP REVIEW.

By GEO. B. ELLIS, Secretary State Board of Agriculture.

The season of 1901 was unfavorable from the opening, the winter having been mild and the early spring wet, put the ground in poor condition for a crop. The following is a summary of crop yields and conditions for the year.

CORN.

The planting was considerable later than usual, there being only about one fifth of the crop planted May 1st, and only 90% planted June 1st. The cool weather also retarded germination and was favorable to cut worms, wire worms, corn lice and moles, which did considerable damage. The cool weather continued until the middle of June, and being very dry after April 18th, the corn made slow growth. The condition on June 1st was 77, on July 1st 68, and the high temperature, withering winds and lack of moisture for July cut the condition to 21 on August 1st, the lowest of the season.

The final estimate made up in November showed an average yield for the State 9.9 bushels per acre, which very closely agrees with the government report, that being 10 bushels per acre. This indicates a total yield for the State of 61,667,000 bushels. The quality, however, is very inferior on account of being worm eaten, chaffy and much rotten corn. The average quality is only 45. This would bring the total yield down to a feeding value of only 27,750,000 bushels. A comparison of yields and acreage for the State is given in the following table for the years 1894 to 1901 inclusive:

YEAR.	Acreage.	Yield per Acre, bushels.	Total Yield, bushels.
1894.....	6,099,000	28	140,277,000
1895.....	6,577,000	38	249,926,000
1896.....	6,250,000	32	200,000,000
1897.....	6,700,000	25	167,500,000
1898.....	6,425,000	30	192,750,000
1899.....	6,330,000	30	189,900,000
1900.....	6,413,000	30	192,390,000
1901.....	6,229,000	9.9	61,667,000

The following table shows the total acreage, average yield and total production of corn by sections for 1900 and 1901:

SECTION.	Acres.	Bushels per Acre.	Total Production.
Northeast, 1900.....	926,000	80	27,780,000
Northeast, 1901.....	935,000	11	10,285,000
Northwest, 1900.....	1,987,000	33	63,921,000
Northwest, 1901.....	1,956,000	15	29,880,000
Central, 1900.....	1,053,000	30	31,590,000
Central, 1901.....	949,000	7	6,603,000
Southwest, 1900.....	1,677,000	28	46,956,000
Southwest, 1901.....	1,626,000	6	9,756,000
Southeast, 1900.....	820,000	28	22,960,000
Southeast, 1901.....	763,000	8	6,104,000

### WHEAT.

The estimated acreage of wheat sown in 1900 for the harvest of 1901 was 1,040,000 being an increase of 4% over the previous year. The cool dry weather the latter part of April and in May which was so unfavorable to corn proved advantageous to wheat. Some sections were damaged by Hessian fly and a few fields in the Southwestern part of the State were almost destroyed by plant lice. The wheat filled exceedingly well and ripened almost perfectly, the quality of the whole crop being estimated at 98. A number of samples are reported testing as high as 64 pounds and a few 65 pounds. The following table shows the acreage, yield per acre and total yield for the past eight years:

YEAR.	Acreage.	Yield per Acre, bushels.	Total Yield, bushels.
1894.....	1,539,000	15	23,085,000
1895.....	1,550,000	11	17,050,000
1896.....	1,271,000	10	12,710,000
1897.....	940,000	10	9,400,000
1898.....	1,084,000	12	12,408,000
1899.....	900,000	9	8,100,000
1900.....	1,000,000	16	16,000,000
1901.....	1,040,000	16	16,640,000

The acreage sown this year for harvest of 1902 has been largely increased, the estimate for the State compared with the previous year is 154%. The average condition of the plant November 1st was 91 compared with 96 for 1900.

### OATS.

There was a decreased acreage of oats compared with the previous year of 19%. Only about 24% of the crop sown was threshed, the remainder being pastured or put up for hay. The average yield per acre for the part of the crop threshed was 13.9 bushels, making a total yield of grain only 2,898,000 bushels compared with 30,000,000 bushels for 1900. The quality of the grain is placed at 61%.

### HAY.

The hay crop of Missouri is second only to the corn crop in value. The crop of 1900 was estimated to be worth \$20,000,000. The drouth of this year cut the pastures short and many farmers were compelled to

pasture the meadows. Only 63% of the timothy meadows were cut for hay with an average yield of .84 tons per acre. The yield of clover was 1 ton per acre. The total yield of hay for the State is estimated at 1,242,000 tons which at the average farm value November 1st, \$10.66 per ton, makes a total valuation of \$13,240,000.

### FORAGE CROPS.

A very large acreage of forage crops, including sorghum, kaffir corn, millet, cow peas, rape and other crops were sown in July and August with the hope of producing feed to take the stock through the winter. While the yield was very good in a few counties, on account of the continued drouth in most places a great deal of that sown did not mature any crop at all.

### FRUITS.

The prospect early in the season was excellent for all kinds of fruit. The canker worm appeared in several counties in large numbers in May completely defoliating a great many orchards. Aside from this there was less damage to the fruit crop from insects and fungus diseases than for several years past. The strawberry crop, while not large, was of good quality and the growers generally report good profits. The high temperature of July dried the blackberries on the vines, killed many of the young orchard trees and sunburned many of the apples. The intelligent orchardist, however, did not lose hope but gave greater attention to cultivating his trees thinning and otherwise caring for his orchard with the result that his profits were larger at the end of the season than ever before. Many farmers have made small fortunes off their orchards this year, some of them receiving as much as \$200 per acre this year for their apple crop.

### LIVE STOCK.

The worst feature following the drouth is a general decrease in the number of all kinds of live stock in this State. The greatest source of revenue for the Missouri farmer is the live stock. In time, no doubt, one benefit from the decrease in stock will be in the improvement of the quality of the live stock in the State, as the poorer class of stock has been shipped out. Our reports show a decrease in the number of horses of 13%; of cattle, including all classes, 30% of fattening cattle, 70%; hogs, all classes, 36%; fattening hogs, 58%; sheep, 21%.

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## SPECIAL REPORT ON FRUIT CROP.

By HON. N. F. MURRAY, President State Horticultural Society, Oregon.

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"In a good fruit year in Missouri I estimate the total value of the fruit sold at \$20,000,000. This would not include the value of the fruit consumed by the growers. The loss on apples and peaches alone on account of the drouth, I would place at \$4,000,000. This of course does not include the damage to the trees which has been very great in newly planted orchards. Now that we have had rains followed by cloudy weather I look for our apples and late peaches to be good."

**PRODUCT, IMPORTS, EXPORTS, ETC., OF CORN.**

**QUANTITIES OF CORN PRODUCED, AND OF CORN AND CORN MEAL  
IMPORTED, EXPORTED AND RETAINED FOR  
CONSUMPTION, 1867 TO 1901.**

**From Bureau of Statistics, Washington.**

**\*The production is of the calendar years preceding the fiscal year.**

**PRODUCT, IMPORTS, EXPORTS, ETC., OF WHEAT.**

**QUANTITIES OF WHEAT PRODUCED, AND OF WHEAT AND WHEAT  
FLOUR IMPORTED, EXPORTED AND RETAINED FOR  
CONSUMPTION, 1867 TO 1901.**

*From Bureau of Statistics, Washington.*

\*The production is of the calendar year preceding the fiscal year.

FOREIGN IMPORT DUTIES ON WHEAT.

Compiled by FREDERIC EMORY, Chief Bureau of Foreign Commerce,  
Department of State, Washington, D. C.

As in force January 2nd, 1902.

COUNTRIES.	TARIFF RATES OF DUTIES.	UNITED STATES EQUIVALENTS.
Russia .....	Free.....	Free.
Sweden .....	Per 100 kilograms, 8.70 kronor.	Per bushel of 60 lbs., 26.99 cts.
Norway:		
Conventional duty, applicable to countries having commercial treat- ies with Norway..	Per 100 kilograms, 0.60 kronor.	Per bushel of 60 lbs., 4.89 cts.
General, applicable to non-treaty countries .....	Per 100 kilograms, 0.80 kronor.	Per bushel of 60 lbs., 5.78 cts.
Denmark .....	Free.....	Free.
Germany:		
Conventional duty	Per 100 kilograms, 8.50 marks.	Per bushel of 60 lbs., 22.67 cts.
General.....	Per 100 kilograms, 5 marks....	Per bushel of 60 lbs., 52.89 cts.
France.....	Per 100 kilograms, 7 francs....	Per bushel of 60 lbs., 86.77 cts.
Spain.....	Per 100 kilograms, 6 pesetas...	Per bushel of 60 lbs., 81.02 cts.
*Italy .....	Per 100 kilograms, 7.50 liras...	Per bushel of 60 lbs., 89.89 cts.
Austria-Hungary....	Per 100 kilograms, 1.50 florins.	Per bushel of 60 lbs., 16.57 cts.
Switzerland .....	Per 100 kilograms, 80 francs...	Per bushel of 60 lbs., 1.58 cts.
Greece:		
Conventional duty	Per 100 okes. 4.11 drachmas .....	Per bushel of 60 lbs., 16.86 cts.
General.....	Per 100 okes. 7.85 drachmas.....	Per bushel of 60 lbs., 80.16 cts.
Netherlands.....	Free .....	Free.
Belgium .....	Free.....	Free.
Roumania .....	Free.....	Free.
Turkey .....	8 per cent. ad valorem .....	Eight per cent. ad valorem.
Portugal.....	Prohibited, except under cer- tain conditions and restric- tions. Where importation is allowed the import duty charged is at the rate of two milreis per 100 kilograms (58.79 cents per bushel of 60 pounds.)	
United Kingdom.....	Free .....	Free.
Servia. ....	Per 100 kilograms, two dinars.	Per bushel of 60 lbs., 10.51 cts.
Bulgaria.....	Per 100 kilograms, 80 leva .....	Per bushel of 60 lbs., 4.20 cts.
Cuba.....	Per 100 kilograms, \$1.00.....	Per bushel of 60 lbs., 27.18 cts.
Porto Rico.....	Per 100 kilograms, 60 cts.....	Per bushel of 60 lbs., 16.82 cts.
Philippines.....	Per 100 pesos, .60 .....	Per bushel of 60 lbs., 28.08 cts.

\* Subject to two cents surtax.

## COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

### HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.



# **TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,**

**AS REPORTED TO BRADSTREETS.**

The following figures represent stocks of Grain available at 63 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.	GRAIN STOCKS EAST OF ROCKY MOUNTAINS.					PACIFIC COAST STOCKS.
	Wheat.	Corn.	Oats.	Barley.	Rye.	Wheat.
	B s.	s.	s.	Bushels.		Bushels.
1895, February 1..	106	00	1	00	10	00
1896, February 1..	97	00	1	00	11	00
1897, February 1..	68	00	2	00	19	00
1898, February 1..	51	00	3	00	20	00
1899, February 1..	51	00	3	00	18	00
1900, February 1..	87	00	2	00	11	00
1901, January 1..	87	00	1	00	18	00
February 1..	88	00	2	00	16	00
March 1.....	90	00	2	00	16	00
April 1.....	78	00	2	00	15	00
May 1.....	60	00	2	00	16	00
June 1.....	47	00	2	00	14	00
July 1.....	39	00	2	00	15	00
August 1.....	40	00	1	00	7	00
September 1..	89	00	1	00	10	00
October 1.....	51	00	2	00	14	00
November 1..	84	00	1	00	12	00
December 1..	88	00	1	00	10	00
1902, January 1..	94	00	1	00	8	00
January 11..	94	00	1	00	8	00
January 18..	98	00	1	00	7	00
January 26..	91	00	1	00	7	00
February 1..	98	00	1	00	8	00
						6,531,000

## **BROOMHALL'S ESTIMATE OF CROPS OF THE WORLD.**

YEAR.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Barley, Bushels.	Rye, Bushels.
1901..	2,699,600,000	1,946,000,000	2,890,000,000	778,900,000	1,886,000,000
1900.....	2,605,000,000	2,469,000,000	2,800,000,000	784,000,000	1,409,000,000
1899.....	2,496,400,000	2,611,000,000	2,710,000,000	712,200,000	1,886,400,000
1898 ..	2,886,044,000	2,418,600,000	2,576,000,000	885,000,000	1,287,800,000
1897.....	2,266,852,000	2,248,600,000	.....	676,000,000	.....
1896.....	2,861,886,000	.....	.....	768,200,000	.....
1895.....	2,421,850,000	.....	.....	768,640,000	.....
1894.....	2,594,550,000	.....	.....	.....	.....

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT  
OF AGRICULTURE.

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	All Wheat		WINTER WHEAT.				SPRING WHEAT.				CORN.			OATS.			
	September.	September.	April.	May.	June	July.	August.	September.	June.	July.	August.	September.	October.	June.	July.	August.	September.
1883.....	83	83	80	83.5	75	79	97	96	105	100	88	89	84	96	99	96	99
1884.....	96	96	95.4	94	98	94	98	100	101	100	96	96	94	98	98	91	96
1885.....	72	72	76.8	70	62	65	93	86	97	96	94	96	95	94	97	96	96
1886.....	87.8	87.8	94.1	94.9	92.7	91.2	80.1	83.5	98.5	83.8	95.2	80.7	76.6	95.9	88.8	87.4	90.9
1887.....	82	82	88.1	85.8	84.9	83.5	78.8	78.1	87.3	79.8	97.7	80.5	72.3	91	85.9	85.6	88.4
1888.....	77.8	77.8	83	73.1	78.3	75.6	87.3	77.2	92.8	95.9	98	95.5	94.2	95.4	95.2	91.7	87.2
1889.....	87.5	87.5	94	96	93.1	92	81.2	83.8	94.4	88.8	90.3	94.8	90.9	98.8	94.1	93.8	90
1890.....	75.5	75.5	81	80	78.1	76.2	83.2	79.8	91.3	94.4	93.1	73.8	70.1	89.8	81.6	70.1	64.4
1891.....	96.9	96.9	96.9	97.9	98.6	96.2	95.5	97.2	92.6	94.1	92.8	90.8	91.1	85.1	87.6	89.5	90.7
1892.....	85.3	85.3	81.2	84.0	88.8	89.6	87.8	81.2	92.8	90.9	81.1	82.5	79.6	88.5	87.2	86.2	78.9
1893.....	74	74	77.4	75.8	75.5	77.7	67.0	....	86.4	74.1	93.2	87	76.7	86.9	88.8	78.8	74.9
1894.....	83.7	83.7	86.7	81.4	83.2	83.9	67.1	....	88	68.4	67.1	69.1	63.4	87	77.7	76.5	77.8
1895.....	75.4	75.4	81.4	82.9	71.1	85.8	95.9	....	97.8	102.2	85.9	102.5	96.4	84.8	83.2	84.5	86.0
1896.....	74.6	74.6	77.1	82.7	77.9	75.6	78.9	....	99.9	98.8	82.9	96.0	91.0	88.8	86.8	84.5	74.0
1897.....	85.7	85.7	81.4	90.2	78.6	81.2	86.7	....	89.6	91.2	82.9	84.2	79.8	89.0	87.5	86.0	84.6
1898.....	86.7	86.7	86	86.6	90.8	85.7	96.5	....	100.9	85	90.5	87	84.1	96	92.8	84.2	79
1899.....	70.9	70.9	77.9	76.2	67.8	85.6	83.6	....	91.4	91.7	86.5	89.9	85.2	88.7	90	90.8	87.2
1900.....	69.6	69.6	82.1	88.9	82.7	80.8	56.4	....	87.3	55.2	89.5	87.5	90.6	91.7	85.5	85.0	82.9
1901.....	82.8	82.8	91.7	94.1	87.8	88.3	80.8	....	92.0	95.6	81.8	54.0	51.7	85.8	83.7	78.6	72.1

TRADE AND COMMERCE OF

## ESTIMATED WHEAT CROP OF THE WORLD.

From the Government Crop Reporter of October, 1901.

In the following table the three estimates above mentioned are presented side by side, the Hungarian estimate being given both in bushels of measure and bushels of weight so as to make it comparable on the one hand with the estimate of the Bulletin des Halles and on the other with that of Beerbohm's Evening Corn Trade List: Three estimates of the world's wheat crop in 1901. in thousands of bushels. (a)

Countries.	Hungarian Estimate.		Estimate of Beerbohm's List.	Estimate of Bulletin des Halles.
	By Weight. b	By measure. c	By Weight. b	By Measure. c
United States.. .. .	642,280 to 654,405	652,671 to 666,859	696,000	737,802
Canada.. .. .	90,941 to 98,696	93,644 to 96,482	80,000	79,465
Mexico.....	No estimate.	No estimate.	14,000	No estimate.
North America.....	733,221 to 748,101	746,315 to 763,341	790,000	817,258
Chile.....	9,076	9,364	8,800	14,188
Argentina.....	79,918	77,469	80,000	76,618
Uruguay.....	6,614	7,094	8,000	No estimate.
South America.....	95,608	93,927	96,800	90,806
Great Britain & Ireland	55,115	55,335	54,000	58,173
Norway.....			No estimate.	e 2,554
Sweden.....	d 3,748	d 3,831	8,200	8,973
Denmark.....	772	795	2,000	8,405
Netherlands.....	5,512	5,675	5,200	4,256
Belgium.....	15,432	15,607	12,000	14,188
France.....	279,252	283,770	296,000	301,864
Spain.....	108,394	110,670	108,000	120,602
Portugal.....	6,981	7,094	5,600	10,783
Italy.. .. .	124,929	122,021	124,000	124,859
Switzerland.....	3,197	3,263	3,600	3,405
Germany.....	93,696	95,063	112,000	96,482
Austria.....	43,358	43,984	42,400	40,012
Hungary.....	138,193	138,593	136,000	f 129,115
Roumania... ..	68,417	69,524	64,000	65,267
Bulgaria.....	g 36,744	g 38,309	30,000	g 49,660
Servia.....	11,942	12,770	10,000	11,635
Turkey.....	h 68,894	h 70,943	40,000	35,471
Greece.....	4,960	5,108	5,200	5,969
Russia.....	410,501	417,142	368,000	411,466
Europe.....	h 1,480,037	h 1,499,497	1,421,200	1,492,629
Asia Minor.....	No estimate.	No estimate.	40,000	33,485
Syria.....	No estimate.	No estimate.	16,000	10,783
Persia.....	No estimate.	No estimate.	16,000	20,431
India.....	241,884	249,434	240,000	229,854
Asia.....	k 241,884	k 249,434	312,000	294,553
Algeria.....	27,925	28,377	26,000	24,688
Tunis.....	9,186	9,081	6,000	6,527
Tripoli.....	4,042	4,257	No estimate.	No estimate.
Egypt.....	9,553	9,932	9,600	12,770
Cape Colony.....	No estimate.	No estimate.	2,000	No estimate.
Africa.....	50,706	51,647	43,600	43,985
Australasia.....	62,464	59,876	48,000	51,079
Grand total.....	2,668,920 to 2,678,800	2,700,696 to 2,717,722	2,711,600	2,790,310

a By adding three ciphers to the figures given in the table the quantities will be expressed in bushels. b Thousands of bushels of 60 pounds.

c Thousands of Winchester bushels.

d Sweden and Norway.

e Norway and other countries.

f This estimate appears to be for Hungary proper, while the other two are for the entire Hungarian kingdom, including Croatia-Slavonia.

g Including Eastern Roumelia.

h Including Turkey in Asia.

i Including a part of Asiatic Russia.

j Asia Minor and Syria, as parts of Asiatic Turkey, are included in the estimate for Turkey given above. See note h.

k India only.

Three estimates of the world's wheat crop of 1901 have already appeared, namely, the estimate of the Hungarian Ministry of Agricultural, that of Beerbohm's Evening Corn Trade List, published in London, and that of the Bulletin des Halles, published in Paris. The estimate first named is given in both metric centners and hectoliters. The second is given in quarters of 480 pounds, and the third in hectoliters. Hectoliters have been reduced to Winchester bushels, while metric centners and quarters of 480 pounds have been reduced to bushels of 60 pounds. The estimates were made in round numbers, often in millions of hectoliters, of metric centners, or of quarters, as one or another of these denominations was used. The quantities obtained by reducing either hectoliters or metric centners to bushels run into considerably lower orders of figures than were used in the original estimates, and thus tend to give an aggregated impression of the degree of exactness to which the estimates lay claim. Such an impression is guarded against to some extent by giving the results in thousands of bushels, but it needs to be borne in mind that in no case was an attempt made to estimate the crop of any country to within so small a quantity as 1,000 bushels.

## PROVISIONS AND PACKING.

### PORK PRODUCT.

In all lines of provisions the business of 1901 exceeded any previous year. The receipts of cattle, sheep and hogs are increasing each year, and the supply is only limited by the demand. A new plant for both beef and pork packing is being erected at the National Yards, and two new plants have recently been started on the West side.

The amount of pork products handled as shown by the receipts and shipments amounted to 789,538,496 pounds.

The packing on both sides of the river for the winter season of 1900-1901 was 667,000 head, and for the twelve months ending March 1st, 1901, 1,566,550 head. The summer packing of 1901 aggregated about 105,000 head as compared with 939,500 the previous season. The amount of product handled in this market for past four years was as follows:

	1898.	1899.	1900.	1901.
Received, pounds.....	288,105,490	324,837,690	354,004,110	398,354,600
Shipped, pounds.....	305,569,620	385,325,145	389,946,455	896,183,896
Totals, pounds.....	593,675,110	710,162,835	743,950,565	789,538,496

### TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city still holds fourth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1900-1901.	1899-90.	1898-99.	1897-98.
Chicago.....	7,268,515	7,119,440	8,016,675	6,747,265
Kansas City.....	2,981,288	2,621,727	3,107,053	3,184,386
Omaha.....	2,241,599	2,192,496	1,977,922	1,570,050
St. Louis.....	1,566,550	1,507,951	1,580,286	1,238,810
Indianapolis.....	1,185,600	1,145,252	1,098,556	988,559
Milwaukee & Cudahy.....	911,256	864,590	1,098,408	1,002,084
Sioux City.....	733,754	514,235	397,893	292,177
Cincinnati.....	617,032	656,244	696,059	635,143
St. Paul.....	514,385	394,093	354,485	173,110
Cedar Rapids.....	496,308	427,637	483,625	457,792
Cleveland.....	500,785	489,282	496,624	540,002
Louisville.....	360,425	397,975	459,521	384,238
Ottumwa.....	653,785	688,989	702,173	627,049
Nebraska City.....	114,962	235,923	288,816	216,460
St. Joseph.....	1,723,877	1,346,733	1,120,449	423,500
Fifteen places.....	21,869,621	20,602,517	21,878,545	18,480,575
All other.....	1,731,083	1,598,304	1,778,150	1,720,685
Aggregate.....	23,600,674	22,200,821	23,651,695	20,201,260

## DRESSED BEEF.

By PHILIP H. HALE, Publisher National Farmer and Stock Reporter.

The year 1901 was a record breaker in the dressed beef trade of St. Louis. Having remained in a stationary condition for six years, after becoming an industry of considerable proportions, a gain in slaughter of 123,224 cattle and 10,668 calves over the previous year was gratifying to all concerned; especially so as the increased dressed beef shipments made a gain for the year of 56,635,720 pounds over and above the shipping record of the best former year.

The principal houses in this trade report considerable increase in both local and shipping orders, and assert that there need be no limit in this branch of commerce, provided a larger number of cattle and calves are available on the market.

The dressed beef trade handled 607,788 cattle and 60,774 calves in the year 1901, against a total of 484,564 cattle and 50,116 calves, receiving and slaughtering during the previous year and against 540,230 cattle and 58,330 calves the highest record in previous years.

The outward shipments satisfactorily account for the increased slaughter. The quantity of refrigerated dressed beef exported from the city in the year 1901 was 348,443,030 pounds, and represents an enormous output for an industry which is only in the thirteenth year. The gain is extraordinary under existing circumstances. The previous largest total was 293,807,310 pounds during the year 1900, and the average of the best six previous years was 268,000,000 pounds.

It appears as a remarkable coincidence that the arrivals of dressed beef from other cities, for consumption in St. Louis, in 1901 was multiplied by three; this can only be accounted for by the enlarged requirements of the increased population of the city.

The refrigerated dressed beef arrivals for consumption in St. Louis during the year in review amounted to 110,707,200 pounds, an increase of 75,247,110 pounds over the year 1900, and an increase of 46,094,860 pounds over the greatest quantity received during any previous year. It is regarded as a most favorable feature that receipts and shipments could increase in the same year.

The brevity of this report is due to highly satisfactory conditions. It is a simple record of St. Louis enlargement and progress.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1901.....	607,788	60,774	348,443,030	110,707,200
1900.....	484,564	50,116	293,807,310	85,460,100
1899.....	455,604	45,913	290,470,460	44,982,060
1898.....	459,051	49,794	277,755,720	48,286,850
1897.....	482,528	47,890	259,002,550	20,889,600
1896.....	540,230	58,330	248,746,200	17,847,900
1895.....	450,306	40,323	238,966,600	42,895,270
1894.....	355,677	32,609	196,059,375	64,612,340
1893.....	274,579	29,672	103,837,622	25,167,902
1892.....	180,790	8,531	68,071,698	25,584,464
1891.....	138,153	2,862	72,683,266	17,741,474
1890.....	131,134	2,735	65,987,353	22,790,102
1889.....	56,684	1,899	19,393,630	10,749,877

## RECEIPTS OF DRESSED BEEF IN POUNDS.

	1900.	1901.
By Chicago & Alton (Mo. Div.) R. R.....	6,754,600	29,236,800
By Missouri Pacific R. R .....	10,445,900	10,382,800
By Wabash (West) R. R .....	8,107,200	56,767,400
By Chicago & Alton (Main Line) R. R.....	107,200	502,800
By St. Louis, Keokuk & Northwestern R. R....	8,667,100	9,273,400
By Wabash (East) R. R.....	6,290,100	4,582,900
By Vandalia R. R.....	.....	12,100
By St. Louis, Iron Mountain & Southern R. R..	48,000	.....
By Cleveland, Cincinnati, Chicago & St. L. R.R.	40,000	.....
Total pounds .....	35,460,100	110,707,200

## SHIPMENT OF DRESSED BEEF IN POUNDS.

	1900.	1901.
Missouri Pacific R. R.....	.....	41,700
Chicago & Alton Mo. Div.....	.....	30,000
Missouri, Kansas & Texas R. R.....	.....	508,650
St. Louis, Keokuk & Northwestern R. R.....	.....	195,260
Toledo, St. Louis & Western Ry.....	42,000	70,787,980
Chicago, Burlington & Quincy R. R.....	26,000	28,700
St. Louis & San Francisco R. R.....	24,000	.....
St. Louis Southwestern R. R.....	29,400	49,950
St. Louis, Iron Mountain & Southern R. R.....	1,454,800	2,814,465
Illinois Central R. R.....	6,807,180	18,026,870
Louisville & Nashville R. R.....	716,670	6,048,715
Southern Railway.....	40,000	29,250
Baltimore & Ohio Southwestern R. R.....	9,017,370	10,926,225
Chicago & Alton R. R.....	118,609,680	76,864,460
Cleveland, Cincinnati, Chicago & St. Louis R. R.	43,917,600	53,720,700
Vandalia R. R.....	34,967,600	42,054,520
Wabash R. R. (East) .....	79,445,940	59,673,420
Mobile & Ohio R. R.....	1,553,760	304,665
Louisville, Henderson & St. Louis R. R.....	2,352,450	6,063,690
River.....	302,910	273,860
Total pounds .....	293,807,310	343,443,080

Shipments of Canned Beef in 1897 were 3,046,600 pounds.

"	"	"	"	1898	"	1,435,725	"
"	"	"	"	1899	"	3,538,360	"
"	"	"	"	1900	"	1,762,580	"
"	"	"	"	1901	"	2,419,140	"



## RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1901 AND COMPARISONS WITH PREVIOUS YEARS.

BY	RECEIPTS.				SHIPMENTS.			
	B'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.	B'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
.....	185	1,855,700	41,521,100	11,578,700	.....	175,000	80,000	26,000
.....	120	2,590,400	29,883,800	5,980,805	488	899,050	768,845	4,554,910
.....	.....	1,042,500	1,331,600	24,900	.....	24,000	2,898,050	1,045,800
.....	1,480	5,775,800	97,255,500	16,481,800	.....	814,000	2,800	116,905
.....	.....	438,200	1,838,400	575,600	27	278,855	658,870	528,900
.....	.....	.....	.....	.....	.....	287,750	1,140,890	868,145
R.R.	.....	.....	55,000	.....	1,011	3,611,900	26,207,145	12,248,409
.....	.....	.....	568,800	68,600	6,801	5,284,570	90,240,925	12,046,440
.....	.....	.....	28,800	800	.....	347,740	5,680,900	6,188,680
.....	.....	1,000	4,000	6,800	4	1,233,910	16,986,488	2,256,970
.....	.....	900	4,600	14,880	110	808,690	7,061,210	1,165,170
.....	.....	.....	.....	500	200	8,208,148	9,987,580	16,748,985
.....	100	186,400	15,704,500	2,038,800	36	8,056,600	9,054,470	4,521,580
.....	.....	.....	.....	.....	205	4,277,100	10,685,260	5,798,515
.....	.....	80,400	752,500	43,800	275	10,804,480	8,837,100	8,986,050
.....	2,880	.....	14,886,200	4,805,700	800	7,490,050	2,940,270	1,488,705
.....	.....	.....	.....	.....	10	11,488,945	5,888,440	16,919,525
.....	500	.....	981,200	.....	100	4,101,660	47,022,890	7,502,265
.....	.....	.....	8,550,000	123,000	500	.....	912,000	.....
R.	1,115	3,425,200	112,414,100	18,052,600	.....	.....	268,900	280,625
.....	18	.....	.....	6,800	524	48,175	48,790	57,705
.....	.....	.....	.....	2,800	551	438,460	2,078,070	604,010
.....	.....	.....	.....	.....	15	2,640	24,255	10,200
.....	.....	.....	.....	.....	.....	5,825	53,785	10,200
.....	.....	.....	.....	.....	.....	78,078	505,684	117,196
Ohio, Cumberland & Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....
Total 1901.....	6,028	12,341,900	824,294,000	55,578,860	10,526	58,825,871	287,208,064	98,655,501
" 1900.....	11,580	11,795,900	392,061,000	47,994,410	14,011	51,885,650	220,938,000	115,009,655
" 1899.....	18,845	8,562,800	265,947,500	62,732,420	12,880	68,759,820	212,211,910	108,908,215
" 1898.....	10,011	16,937,600	211,686,700	57,577,100	17,718	41,897,845	170,680,325	90,175,189
" 1897.....	4,175	21,969,300	285,294,700	67,922,900	10,176	47,243,270	183,689,351	98,638,778
" 1896.....	2,285	11,614,300	169,365,100	38,707,600	17,498	40,755,280	171,407,470	94,875,647
" 1895.....	2,965	14,970,800	178,435,800	28,988,100	15,186	35,711,082	208,100,011	94,731,056
" 1894.....	3,684	10,649,000	190,564,000	37,678,000	15,968	38,432,696	259,988,901	90,086,732
" 1893.....	3,516	8,137,940	177,745,690	35,438,285	10,863	21,051,553	180,565,468	71,676,933
" 1892.....	10,380	11,949,574	335,663,954	24,606,852	20,849	38,738,107	248,069,719	68,713,571

## RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

## STOCK OF PROVISIONS AT ST. LOUIS ON DATES NAMED.

Articles.	March 1, 1900.	March 1, 1899.	March 1, 1898.	March 1, 1897.	March 1, 1896.
Fork, bbls.....	1,879	2,267	2,403	1,204	2,229
Lard, tierces.....	5,018	18,255	5,636	5,900	8,005
Shoulders, pounds.	1,427,060	1,266,548	2,031,231	623,000	1,762,929
Sides, pounds.....	4,030,457	10,785,504	4,782,119	7,943,000	9,673,349
Hams, pounds.....	9,637,700	10,207,769	8,455,630	6,547,500	8,191,862
Bellies.....					3,538,817
Other cuts.....	3,928,630	6,451,226	4,858,404	2,820,000	1,062,637

## GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1900-1901, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

## WINTER SEASON.

November 1 to March 1—	1900-01.	1899-1900.
Number of hogs packed.....	9,277,750	8,675,878
Increase .....	601,872	
Average live weight, lbs.....	230.31	235.67
Decrease.....	5.36	
Average yield of lard, lbs.....	34.16	35.97
Decrease.....	1.81	
Percentage yield of lard.....	14.83	15.26
Decrease.....	.43	
Cost of hogs, 100 lbs., alive.....	\$5.02	\$4.29
Increase .....	.73	
Aggregate live weight, lbs.....	2,136,854,000	2,044,678,000
Increase .....	92,176,000	
Green meats made, lbs.....	1,196,638,000	1,145,020,000
Increase .....	51,618,000	
Lard made, lbs.....	816,923,000	812,084,000
Increase .....	4,839,000	
Total meats and lard, lbs.....	1,513,561,000	1,457,104,000
Increase .....	56,457,000	
Aggregate cost of hogs .....	\$107,248,000	\$87,713,000
Increase.....	\$19,535,000	
Tierces of lard, 330 lbs.....	966,400	945,700
Increase .....	14,700	
Mess pork made, barrels.....	60,885	63,910
Decrease.....	3,025	
Other pork, barrels.....	158,840	125,965
Increase .....	32,875	
Pork of all kinds, barrels .....	219,225	189,875

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SUMMER SEASON.

March 1 to November 1—	1900.	1899.
Number of hogs packed.....	14,822,924	18,524,943
Increase .....	797,981	
Average live weight, lbs.....	228.74	231.46
Decrease.....	2.72	
Average yield of lard, lbs.....	34.12	35.66
Decrease.....	1.54	
Percentage yield of lard.....	14.92	15.40
Decrease .....	.48	
Cost of hogs, 100 lbs., alive.....	\$5.12	\$4.00
Increase .....	\$1.12	
Aggregate live weight, lbs.....	3,276,222,000	3,130,575,000
Increase .....	145,647,000	
Green meats made, lbs.....	1,834,684,000	1,753,122,000
Increase .....	81,562,000	
Lard made, lbs.....	488,780,000	482,369,000
Increase .....	6,411,000	
Total meats and lard, lbs.....	2,823,464,000	2,235,491,000
Increase .....	87,973,000	
Aggregate cost of hogs.....	\$167,484,000	\$125,145,000
Increase .....	\$42,289,000	
Tierces of lard, 330 lbs ..	1,481,100	1,461,700
Increase .....	19,400	
Mess pork made, barrels.....	14,290	10,940
Increase .....	3,350	
Other pork, barrels .....	188,660	168,650
Increase .....	20,010	
Pork of all kinds, barrels.....	202,950	179,590

TOTAL FOR TWELVE MONTHS.

Year ending March 1—	1900-1901.	1899-00
Number of hogs packed .....	23,600,674	22,200,821
Increase .....	1,399,803	
Average live weight, lbs.....	229.86	233.11
Decrease.....	3.75	
Average yield of lard, lbs .....	34.14	35.78
Decrease.....	1.64	
Percentage yield of lard.....	14.88	15.35
Decrease .....	.47	
Cost of hogs, 100 lbs., alive.....	\$5.07	\$4.11
Increase .....	.96	
Aggregate live weight, lbs.....	5,413,076,000	5,175,253,000
Increase .....	237,823,000	
Green meats made, lbs .....	3,081,322,000	2,898,142,000
Increase .....	183,180,000	
Lard made, lbs.....	805,708,000	794,453,000
Increase .....	11,250,000	
Total meats and lard, lbs.....	3,887,025,000	3,692,595,000
Increase .....	144,430,000	
Aggregate cost of hogs.....	\$274,682,000	\$212,858,000
Increase .....	\$61,824,000	
Tierces of lard, 330 lbs ..	2,441,600	2,407,400
Increase .....	34,000	
Mess pork made, barrels.....	75,175	74,850
Increase .....	325	
Other pork, barrels.....	347,000	294,615
Increase .....	52,385	
Pork of all kinds, barrels.....	422,175	369,465

WINTER PACKING AT ST. LOUIS FOR THIRTY SEASONS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1900-1901.....	667,000....	210 gross.	88. ....	35.08
1899-1900.....	613,658....	210 "	80.10....	4.80
1898-99.....	729,086....	208 "	82.25....	3.48
1897-98.....	526,440....	205 "	82. ....	3.54
1896-97.....	412,588....	214.26 "	88.47....	3.80
1895-96.....	387,697....	224.78 "	83.02....	3.68
1894-95.....	373,162....	223.61 "	81.55....	4.28
1893-94.....	255,084....	234.88 "	83.82....	5.26
1892-93.....	226,206....	219.04 "	81.20....	6.47
1891-92.....	350,483....	234.80 "	81.84....	4.09
1890-91.....	291,332....	241.91 "	83.41....	3.65
1889-90.....	343,810....	241.48 "	82.16....	3.69
1888-89.....	336,176....	253.42 "	83.12....	4.95
1887-88.....	369,790....	233.05 "	80.21....	5.14
1886-87.....	370,866....	245.42 "	85.49....	4.80
1885-86.....	369,180....	257.21 "	84.29....	3.74
1884-85.....	442,087....	259.74 "	84.60....	4.85
1883-84.....	332,222....	249.70 "	83.45....	5.20
1882-83.....	327,004....	259.81 "	84.53....	6.33
1881-82.....	316,879....	253.97 "	85.13....	6.21
1880-81.....	474,159....	250.88 "	85.56....	4.62
1879-80.....	577,793....	258.18 "	86.08....	4.05
1878-79.....	629,261....	264 "	49.45....	2.83
1877-78.....	509,540....	270 "	88.20....	3.96
1876-77.....	414,747....	255 "	82.55....	5.70
1875-76.....	329,895....	268.47 "	86.56....	7.17
1874-75.....	462,246....	240 "	80. ....	7.00
1873-74.....	463,793....	261.53 "	84.18....	
1872-73.....	538,000....	280 "	84.50....	
1871-72.....	419,032....	263.15 "	85.17....	

SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1901. ....	1,085,000	190
1900. ....	939,500	205
1899. ....	894,298	207
1898. ....	851,200	207.50
1897. ....	712,870	212.77
1896. ....	676,975	208.55
1895. ....	449,680	220
1894. ....	496,293	222.30
1893. ....	323,789	218
1892. ....	304,428	223
1891. ....	313,705	218.74
1890. ....	356,768	232.24
1889. ....	390,792	233.14
1888. ....	346,281	225
1887. ....	313,591	245
1886. ....	351,048	245
1885. ....	244,004	248
1884. ....	269,814	230.80
1883. ....	225,000	235
1882. ....	215,176	217.86
1881. ....	350,070	235
1880. ....	410,080	240
1879. ....	350,000	250
1878. ....	142,000	255
1877. ....	143,277	247

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1900-1901.....	1,566,550 hogs.
" " 1899-1900.....	1,507,951 "
" " 1898-99.....	1,580,286 "
" " 1897-98.....	1,288,810 "
" " 1896-97.....	1,069,588 "
" " 1895-96.....	837,877 "
" " 1894-95.....	869,458 "
" " 1893-94.....	578,878 "
" " 1892-93.....	530,634 "
" " 1891-92.....	664,188 "
" " 1890-91.....	648,100 "
" " 1889-90.....	739,602 "
" " 1888-89.....	682,457 "
" " 1887-88.....	683,881 "
" " 1886-87.....	721,914 "
" " 1885-86.....	612,134 "
" " 1884-85.....	711,901 "
" " 1883-84.....	607,122 "
" " 1882-83.....	532,180 "

WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1878-79.....	7,480,648	217 14	39.40	2.35
1879-80.....	6,950,451	212.94	38.82	4.18
1880-81.....	6,919,466	207.71	35.65	4.64
1881-82.....	5,747,760	210.16	36.44	6.06
1882-83.....	6,132,212	213.62	35.43	6.28
1883-84.....	5,402,064	201.15	33.25	5 18
1884-85.....	6,400,240	266.51	36.02	4.29
1885-86.....	6,298,995	258.98	35.22	3.66
1886-87.....	6,429,009	251.31	33.54	4.19
1887-88.....	5,921,181	242.30	31.06	5.04
1888-89.....	5,433,852	263.46	34.76	4.99
1889-90.....	6,663,802	250.92	36.87	3 66
1890-91.....	8,178,126	239.75	33.45	3.54
1891-92.....	7,761,216	247.64	34.64	3.91
1892-93.....	4,663,520	227.78	31 66	6.54
1893-94.....	4,834,082	248.20	36.07	5.26
1894-95.....	7,191,520	232.73	33.62	4.28
1895-96.....	6,815,800	240.71	35.53	3.68
1896-97.....	6,949,090	244.80	36.94	3.80
1897-98.....	8,440,785	235.85	34.73	3.53
1898-99.....	9,720,145	232 65	35.53	3.52
1899-1900.....	8,675,878	235.67	35.97	4 29
1900-1901.....	9,277,750	230.31	34.16	5.02

## SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.		Av. gross wt.	Av. Yield Lard.
1882	3	86	245.81	25.77
1884	4	88	234.88	22.44
1885	4	72	234.88	22.44
1886	4	68	236.92	24.01
1887	5	36	227.88	20.98
1888	5	28	261.88	21.86
1889	6	81	246.22	25.94
1890	9	68	238.47	26.20
1891	6	86	221.76	21.29
1892	7	10	222.42	21.22
1893	6	60	240.41	24.64
1894	8	25	239.88	22.06
1895	8	25	236.53	22.19
1896	9	28	240.78	20.61
1897	11	75	239.12	26.41
1898	12	59	231.26	22.24
1899	12	42	221.45	25.66
1900	14	24	239.74	24.12
1901				

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE  
12 MONTHS ENDING MARCH 1.

## PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, Erie, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:





WEEKLY PRICES OF PROVISIONS FOR 1901.

DATE.		PORK.		LARD.		D. S. CLEAR RIB.		BACON. CLEAR RIB.	
		Mess.		Prime Steam.		Bulk.		Packed.	
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January	5....	13 75		7 00	@7 50	6 87½	@7 00	7 87½	
	12.....	14 50		7 15		7 00	7 25	8 00	
	19.....	14 50		7 15		7 25		8 12½	
February	26.....	14 50		7 15		7 25		8 12½	
	2.....	14 50		7 17½		7 25		8 12½	
	9.....	14 50		7 25		7 25		8 12½	
March	16.....	14 50		7 25	7 27½	7 25		8 12½	
	23.....	14 50		7 32		7 25		8 12½	
	2.....	14 50		7 25		7 25		8 12½	
April	9.....	15 00		7 42½		7 50		8 25	
	16.....	15 87½		7 55		7 87½		8 62½	
	23.....	15 40		7 77½	7 80	8 25		9 00	
May	30.....	15 50	@16 00	8 15		8 87½		9 12½	
	6.....	14 87½	16 00	8 35		8 50		9 25	
	13.....	15 75	15 87½	8 25		8 50		9 25	
June	20.....	15 50	15 75	8 07½		8 87½		9 12½	
	27.....	15 75		8 15		8 50		9 25	
	4.....	15 75	16 00	7 95		8 50		9 25	
July	11.....	15 50	15 75	7 80		8 50		9 25	
	18.....	15 50	15 75	8 00		8 50		9 25	
	25.....	15 75		8 02½		8 87½		9 12½	
August	1.....	15 75		8 07½		8 87½		9 12½	
	8.....	15 75		8 27½		8 87½		9 12½	
	15.....	15 75		8 40		8 87½		9 37½	
September	22.....	15 75		8 55		8 87½		9 37½	
	29.....	15 75		8 50		8 87½		9 37½	
	6.....	15 75		8 42½		8 87½		9 37½	
October	13.....	15 50	15 75	8 50		8 87½		9 37½	
	20.....	15 50	15 75	8 45		8 25		9 25	
	27.....	15 50	15 75	8 42½		8 87½		9 37½	
November	4.....	15 50	15 75	8 62½		8 87½		9 37½	
	11.....	15 50	15 75	8 55½		8 87½		9 37½	
	18.....	15 50	15 75	8 65		8 62½		9 62½	
December	25.....	15 75		8 75	8 77½	8 75		9 75	
	1.....	15 75		8 80		8 62½	8 75	9 62½	@9 75
	8.....	16 00		9 10		8 87½		9 62½	
January	15.....	16 00		9 22½	9 25	9 00		9 87½	
	22.....	16 00	16 25	9 85		9 12½		10 00	
	29.....	16 00	16 25	9 97½		9 12½		10 00	
February	6.....	16 00		9 75		9 00		10 00	
	13.....	15 75	16 00	9 82½		8 62½		9 62½	
	20.....	15 50		9 27½		8 62½		9 62½	
March	27.....	15 50		8 87½		8 50		9 50	
	6.....	15 00		8 50		8 25		9 12½	
	13.....	14 50		8 42½		8 25		9 12½	
April	20.....	14 65		8 87½		8 25		9 12½	
	27.....	15 35		8 67½		8 37½		9 25	
	4.....	16 00		9 45½		8 50		9 37½	
May	11.....	16 50		9 67½		8 50		9 37½	
	18.....	16 20	16 25	9 72½		8 50		9 37½	
	25.....	16 10		9 57½		8 50		9 37½	
June	1.....	16 40		9 85		8 75		9 62½	
	8.....								
	15.....								

## LIVE STOCK.

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By E. S. McINTYRE, Assistant Editor of the Daily National Live Stock Reporter.

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The year 1901 was a record breaker in the Live Stock market at St. Louis. The receipts of cattle and hogs were the largest on record, while the sheep and the horse and mule arrivals were the second largest ever received. Cattle arrivals were almost 200,000 head larger than ever before, hog arrivals 80,000 head larger, sheep a few thousand below the record but over 100,000 larger than in 1900, while the horse and mule figures are about 20,000 less than last year. The grand total of stock received during the year shows an increase of over 300,000 head compared with 1900. While the receipts have been increasing the demand has also grown, and the Live Stock market at St. Louis at the close of the year 1901 holds a much stronger position compared with other markets than ever before. The demand during the year was not only larger but more uniform than ever before, and the arrivals each day, as a rule, were well cleaned up, and many times the demand was not satisfied. Not only has the demand at this market from the great packing houses grown, but local butchers, which is a larger figure in the trade here than anywhere else in the United States, bought more stock than any year in the past. In former years a liberal number of stock were forwarded to other markets, because either they did not receive any bids or else those received were too low to accept, but during the year 1901 the per cent. of stock forwarded was the smallest ever known, in fact hardly worthy of mention, while the number received from other markets and sold here was larger than any previous year. Not only was the number of head received and sold larger than during 1900, but values in every branch of the trade were on a higher basis, making the volume of business done in dollars and cents much larger than ever in the history of the trade. One of the greatest achievements of the year and which bespeaks well for the future was the erection of a new plant here for the slaughter of all kinds of live stock, to cost over a million dollars, which will be in operation during the early part of 1902. This, of course, will necessitate an increase in the receipts in all departments in order to meet the demand.

### NATIVE CATTLE.

The native cattle trade during the past year was the most satisfactory ever known at this market from every standpoint. All classes of cattle were received in larger numbers and prices realized were the highest for many years, especially on good quality fat butcher and export steers.

The highest price realized during 1900 was \$6.50 per 100 pounds, while \$8.00 was paid for a load of 1,848 pounds Christmas steers on December 11th, 1901, and nine different weeks steers sold at \$6.75 or better, and of course other butcher cattle in proportion. The volume of business done in the stocker and feeder line also showed great improvement over former years, and feeders from Illinois and Eastern states have realized more strongly during the past year the advantages of this market. Another noticeable feature of the trade was the improvement in quality of the stock marketed over those coming a few years ago, farmers being more thoroughly convinced that "good blood will tell."

### **SOUTHERN CATTLE.**

In the southern or quarantine department the arrivals show a gain over 1900 of 2,000 cars or about 50,000 head. This increase came principally from the Indian Territory and Texas. A total of 17,804 cars of southern cattle were received, which is more than received by all other markets combined. Values were also higher than in 1900, the best fed steers selling up to \$5.40, grass steers up to \$4.90, and the general range averaging better. Like their brethren from the North, the ranch owners and stock men in the southern states are fast realizing the necessity of better cattle, and the improvement in the offerings during the past year was more marked than ever before. All things considered there is but one market for southern cattle and that one is located at St. Louis.

### **HOGS.**

Again the record was broken in the number of hogs received, the total being about 80,000 head larger than in 1900, which was the previous best year, and bringing the total for 1901 up to 2,236,945 head. A noticeable feature of the trade was that the general average weight of the hogs was much below former years, caused by the drouth in the great corn belt. Farmers having made only a small proportion of what would be called a good crop, were forced to market their hogs much earlier than they intended and before they were mature. During the closing months of the year good corn fed hogs 250 pounds average and above were very scarce, the number arriving not being more than one tenth as large as in former years, while the proportion of lights was much larger and never were so many pigs on the market. This condition caused a wide range in values and at the close of the year, while good to choice hogs were selling at \$6.70 per 100 pounds, lots of pigs were being bought at \$3.00 to \$4.50, with the very best at \$5.00, which is almost \$2.00 per 100 pounds less than the best hogs were bringing. During 1900 the range in values was not half this large. Butchers were more active in the trade than former years, which caused the competition for the good hogs to be keen and this fact had its influence to make them sell at a premium over the medium grades, and the city butchers bought almost twice as many hogs as ever before, and the fact that this trade was the largest at the close of the year is a good

indication for 1902. Local packers of course bought the greater proportion of the arrivals, and at all times were complaining that the supply of good hogs was not sufficient to allow them to kill as many as they would like and on several different occasions they were forced to get supplies from other points to fill urgent orders. Eastern concerns bought their usual number of lights and would have taken more good ones had they been available. At no time during the entire year was the receipts of good hogs of any weight sufficient to meet the demand, while the common kinds could not be sold without considerable trouble. In many parts of the territory tributary to St. Louis farmers have improved the quality of their hogs considerable during the past few years, but sections are still producing the old "razor back" and it appears that to them a hog is a hog or rather that a common pig is a hog. The year opened with the best hogs selling around \$5.25 per 100 pounds. Values gradually increased and \$6.00 was reached in March and \$7.00 by the first of September. On the 23rd of September the top was \$7.37½, the highest figure reached since early in 1893. During this time and the close of the year there was but little change and at the close \$6.70 was the top of the market, while the years 1900 and 1901 were both record breakers in this branch of the trade. Indications for the future are very promising as the demand will be much larger than ever before and this, of course, will cause values to be on a stronger basis compared with other markets. If shippers will keep themselves posted as to the condition of the market and ship good strictly corn fed hogs they will find the St. Louis market the place to get the largest net returns.

#### SHEEP.

No branch of the live stock trade in St. Louis has made so much improvement during the past few years as the sheep department. The receipts during 1901 were 100,000 head larger than 1900 and the third largest on record, but the greatest improvement has been in the demand. A few years ago a large per cent. of the receipts could not be sold at satisfactory prices, and had to be forwarded to other markets, but now supplies have to be got from other markets to fill urgent orders of local slaughters, consequently prices were at all times fully as high or often higher than at other points. Almost twice the number of good lambs and mutton sheep could be used at this market as have been received in former years. Of course, like all other branches of the trade, common and only fair grade stock do not meet with as strong demand as the better kinds; however, each year more sheep are bought here by countrymen for stocker and feeding purposes and all that cannot be used for mutton are disposed of in this manner.

If farmers, tributary to this market, would give the sheep industry a little more attention they would find it to their advantage. At no time in the history of the St. Louis market was the demand for all grades of sheep and lambs as large as at present, and future prospects are very encouraging. The year 1901 opened with the good lambs selling at \$5.50 to \$6.00 per 100

pounds, and the best sheep at \$4.00 to \$4.50. During the spring and early summer the best sheep sold up to \$5.10, but, of course, declined rapidly during the summer, and lots of good mutton sheep sold at \$3.00 to \$3.50 per 100 pounds. But little improvement was made during the latter part of the year, and at the close good mutton sheep were worth only \$3.50 to \$4.00, and the best lambs were selling at \$5.00 to \$5.75.

### HORSES AND MULES.

The horse and mule market at St. Louis continues to be the largest in the world, although the volume of business during the past year was not quite so large as in 1900, but the same was also true in regard to other markets in the United States. One cause for the falling off in business was the high price of feed caused by the drouth. Nobody cared to buy a horse unless compelled to, and those that were forced to make purchases got along with just as few horses as possible, and put off obtaining them until forced to in order to carry on their business. The British government again bought liberal numbers of cavalry horses and pack mules for use in the South African war. During the first half of the year draft horses experienced a better demand than ever before, and good coach and driving animals were also ready sale. Foreign buyers were at all times on hand ready to take all the good chunks and other horses suitable to their trade.

The mule trade was in much the same condition as the horse business. During the early part of the year prices advanced, and good mules were \$25 to \$40 per head higher than any time during 1900, and on the highest basis for many years, dealers often remarking that it put them in mind of the "good old days." During the last half of the year values were on a slightly lower basis, but the principal trouble was the light demand. This is, however, expected to increase to a large extent during the first two or three months of the new year, and there is no question whatever that when the business in the horse and mule line becomes more active but that it will first be felt in the St. Louis market, and well it should, as it is here where the largest amount of business is done. All grades of horses can be secured quickly at this market, and several train loads of mules could be shipped out in a single day and not be missed, as frequently the number in dealers hands ranges from 20,000 to 25,000 head, including all grades, and affording purchasers a large assortment to make selections from.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES  
FOR THIRTY-FOUR YEARS.**

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## RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1901.

ROUTE.	RECEIPTS.		SHIPMENTS.		
	Cattle. Head.	Horses & Mules Head.	Hogs, Head.	Sheep, Head.	Horses & Mules, Head.
.....	18,381	60,928	.....	128	826
.....	186,827	260,800	104	983	681
.....	200,826	894,793	.....	685	1,880
.....	108,077	286,088	8,828	1,510	674
.....	2,945	13,868	.....	.....	24
.....	269,115	158,200	684	442	288
.....	4,685	25,192	.....	.....	27
D. R. E. ....	79,845	166,778	.....	1,689	5,188
.....	81,434	104,004	2,266	5,181	29,545
E. ....	.....	.....	.....	.....	460
.....	10,622	56,910	77	2,456	16,901
.....	10,559	40,888	185	988	6,908
.....	4,545	80,476	.....	209	1,878
.....	4,248	21,793	7,319	.....	8,980
.....	9,914	91,498	20,868	2,292	2,556
.....	4,127	89,477	4,902	88,904	12,868
.....	6,447	16,801	94,052	2,548	16,443
.....	2,957	83,712	192,689	4,276	7,477
.....	2,344	5,776	7,661	12,846	1,860
.....	9,609	69,968	54,919	886	453
.....	4,820	77,054	1,646	1,288	5,609
E. R. ....	29,608	200,509	6,282	1,272	2,900
.....	2,878	15,682	.....	.....	.....
.....	7,888	58,866	.....	1,251	2,717
.....	1,789	20,765	.....	.....	.....
.....	246	8,251	.....	.....	.....
.....	168	858	.....	.....	.....
.....	15,802	21,008	.....	.....	.....
Total .....	989,881	2,386,945	262,740	77,476	119,988

RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL  
STOCK YARDS FOR THE YEAR 1901.

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RECEIPTS AND SHIPMENTS OF LIVE STOCK AT UNION STOCK YARDS  
FOR THE YEAR 1901.

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WEEKLY PRICES OF LIVE STOCK FOR 1901.

From Daily National Live Stock Reporter.

DATE—1901.	CATTLE. Good to choice.		NATIVE SHEEP. Good to choice. Average.	HOGS.		
	Native Steers, 1,100 to 1,500.	Texas Steers.		Butchers.	Mixed Packers.	Lights.
January 5.....	5.00 @ 5.60	3.75 @ 4.60	4.00@4.50	5.00@5.20	4.90@5.10	4.75@4.90
12.....	4.75 5.40	3.75 4.75	4.00 4.35	5.20 5.42½	5.00 5.25	4.80 5.10
19.....	5.00 5.60	3.40 4.75	3.75 4.25	5.20 5.45	5.00 5.80	4.90 5.15
26.....	4.75 5.60	3.50 4.60	4.00 4.50	5.20 5.45	5.05 5.80	5.00 5.15
February 2.....	4.75 5.50	3.60 4.75	4.10 4.50	5.25 5.45	5.05 5.80	5.00 5.15
9.....	5.00 5.65	3.75 4.60	4.10 4.50	5.80 5.50	5.20 5.40	5.10 5.25
16.....	5.00 5.65	3.75 4.75	4.00 4.50	5.85 5.52½	5.25 5.45	5.10 5.30
23.....	4.75 5.60	3.70 4.65	4.00 4.50	5.40 5.65	5.20 5.40	5.10 5.30
March 2.....	4.90 5.60	3.60 4.65	4.00 4.50	5.40 5.65	5.25 5.50	5.15 5.35
9.....	5.00 5.60	3.60 4.65	4.20 4.65	5.50 5.85	5.40 5.60	5.25 5.50
16.....	4.75 5.45	3.75 4.60	4.25 4.75	5.80 6.15	5.75 5.90	5.65 5.80
23.....	4.80 5.40	3.80 4.80	4.50 5.00	6.00 6.20	5.80 6.00	5.60 5.85
30.....	4.80 5.50	3.90 4.95	4.75 5.10	6.00 6.25	5.80 6.10	5.70 5.90
April 6.....	4.75 5.45	3.80 5.20	4.75 5.10	6.00 6.25	5.90 6.15	5.80 6.00
13.....	4.90 5.65	3.95 5.15	4.75 5.10	6.00 6.25	5.95 6.15	5.85 6.00
20.....	5.00 5.85	4.25 5.15	4.25 4.75	5.80 6.10	5.75 6.00	5.65 5.85
27.....	5.00 5.85	4.00 5.25	4.25 4.75	5.70 5.95	5.60 5.80	5.50 5.70
May 4.....	4.90 5.70	4.25 5.25	4.00 4.50	5.60 5.85	5.50 5.75	5.40 5.60
11.....	4.90 5.75	4.50 5.20	4.25 4.75	5.70 5.95	5.60 5.85	5.45 5.65
18.....	4.80 5.60	4.25 5.40	4.25 4.75	5.75 6.00	5.60 5.80	5.50 5.70
25.....	5.00 6.00	4.75 5.20	4.25 4.75	5.75 6.05	5.70 5.90	5.60 5.70
June 1.....	5.00 5.80	4.70 5.00	4.15 4.60	5.75 6.00	5.70 5.90	5.55 5.75
8.....	5.00 6.00	4.65 5.20	4.00 4.50	5.75 6.05	5.70 5.95	5.60 5.80
15.....	5.10 5.95	4.70 5.40	3.75 4.25	6.00 6.30	5.85 6.10	5.75 6.00
22.....	5.00 5.75	4.15 5.00	3.25 3.85	5.80 6.15	5.75 6.00	5.65 5.85
29.....	5.00 5.75	4.25 4.85	3.25 3.85	6.15 6.40	6.00 6.25	5.90 6.10
July 6.....	5.00 5.80	4.00 4.50	3.00 3.25	6.00 6.27½	6.00 6.20	5.90 6.10
13.....	4.75 5.50	3.75 4.50	3.25 3.75	6.00 6.20	5.95 6.15	5.80 6.00
20.....	5.00 5.80	3.75 4.25	3.00 3.25	5.90 6.10	5.80 6.00	5.70 5.90
27.....	5.25 6.85	3.25 4.00	3.25 3.75	6.00 6.25	5.90 6.15	5.75 6.00
August 3.....	5.50 6.25	3.25 4.20	3.00 3.40	5.90 6.15	5.80 6.05	5.70 5.90
10.....	5.50 6.35	3.25 3.95	3.00 3.35	5.80 6.10	5.75 6.00	5.65 5.85
17.....	5.50 6.35	3.30 4.20	3.20 3.50	5.90 6.20	5.80 6.05	5.70 5.90
24.....	5.00 5.80	3.50 4.10	3.10 3.40	6.00 6.35	5.90 6.20	5.80 6.00
31.....	5.00 5.70	3.60 4.35	3.25 3.75	6.50 6.75	6.30 6.60	6.15 6.40
September 7.....	5.00 5.75	3.50 4.10	3.00 3.25	6.75 7.00	6.60 6.80	6.50 6.70
14.....	5.20 6.00	3.25 3.75	3.25 3.65	6.70 6.95	6.60 6.80	6.50 6.70
21.....	5.00 5.75	3.50 4.20	3.00 3.25	7.00 7.22½	6.75 7.00	6.60 6.85
28.....	5.50 6.40	3.25 4.15	3.00 3.25	7.00 7.37½	6.85 7.10	6.75 7.00
October 5.....	5.50 6.55	3.25 4.00	3.10 3.35	6.90 7.10	6.80 7.00	6.70 6.90
12.....	5.75 6.70	3.40 4.50	3.10 3.40	6.35 6.55	6.20 6.40	6.00 6.20
19.....	5.50 6.65	3.40 4.30	3.15 3.40	6.40 6.70	6.20 6.50	6.10 6.30
26.....	5.60 6.75	3.30 4.10	3.15 3.50	6.00 6.25	5.90 6.15	5.85 6.00
November 2.....	5.75 6.75	3.50 4.25	3.20 3.60	5.90 6.20	5.80 6.10	5.75 5.90
9.....	5.75 6.85	3.75 4.65	3.25 3.75	5.75 6.00	5.60 5.80	5.50 5.70
16.....	5.60 6.75	4.25 5.40	3.15 3.60	5.60 5.85	5.45 5.75	5.30 5.50
23.....	5.75 7.00	4.00 4.75	3.25 3.75	5.75 6.00	5.70 5.90	5.60 5.70
30.....	5.50 6.75	4.30 5.35	3.20 3.60	6.00 6.30	5.75 6.00	5.60 5.80
December 7.....	5.50 7.25	4.00 5.30	3.25 3.75	6.10 6.40	6.00 6.25	5.80 6.00
14.....	6.00 8.00	4.00 5.25	3.25 3.75	6.25 6.60	6.25 6.40	6.00 6.25
21.....	6.00 8.25	3.90 5.00	3.50 4.00	6.40 6.70	6.25 6.50	6.00 6.25
28.....	5.50 6.80	4.00 5.05	3.50 4.00	6.50 6.75	6.25 6.50	6.00 6.25

**TOBACCO.****LEAF.**

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts, Hhds.	Receipts, Pkgs.	Shipments, Hhds.
1901 .....	52,127	9,886	1,775
1900 .....	44,214	13,997	2,496
1899 .....	66,802	11,536	5,859
1908 .....	48,618	11,964	3,559
1897 .....	53,850	9,052	7,709
1896 .....	55,947	10,135	3,369
1895 .....	48,542	9,478	5,986

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff, cigars and cigarettes. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

**MANUFACTURED.**

St. Louis maintained its position as the place where more tobacco is manufactured annually than any other place in the world. The total amount manufactured in 1901 in the first Missouri district, of which nearly the entire amount is the output of St. Louis factories, was 82,010,863 pounds, against 79,294,957 pounds in 1900 and 66,873,197 pounds in 1899, and, if snuff is included, the amount would be 82,025,371 pounds. In addition to the amount manufactured in St. Louis, there was received 14,892,940 pounds from other points, making the total business of the year 96,918,311 pounds. Shipments were 90,932,879 pounds.

The output of cigars was 46,325,000, a falling off from previous years. The total number of cigars sold in this market during the year is placed at 250,000,000. The value of tobacco and cigars manufactured was fully \$45,000,000.

The Commissioner of Internal Revenue reports the total amount of tobacco manufactured in the United States in 1900 as 300,707,189 pounds, of which the first Missouri district produced 78,067,750 pounds, equal to nearly 26%.

The figures for 1901 are not now available, but as the St. Louis output of 1901 was considerably increased, doubtless the percentage for 1901 will correspondingly increase.

**TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1900,**

**And Totals for Previous Years.**

**From the report of the Commissioner of Internal Revenue.**

# **FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.**

Year.		Tobacco manu- factured. Lbs	Am't tax paid.
Fiscal,	1873 .....	5,441,873	00 00
"	1874 .....	4,794,985	51 52
"	1875 .....	6,334,408	68 26
"	1876 .....	4,928,147	19 98
Calendar,	1877 .....	5,484,431	38 16
"	1878 .....	5,990,891	16 84
"	1879 .....	8,670,486	00 00
"	1880 .....	19,639,784	49 45
"	1881 .....	17,334,899	07 00
"	1882 .....	17,170,199	35 23
"	1883 .....	23,895,739	22 19
"	1884 .....	23,631,104	52 27
"	1885 .....	28,517,401	28 08
"	1886 .....	22,448,988	104 41
"	1887 .....	40,334,678	74 08
"	1888 .....	48,009,806	44 26
"	1889 .....	44,944,997	78 29
"	1890 .....	51,793,102	69 21
"	1891 .....	50,884,486	66 24
"	1892 .....	57,677,361	41 09
"	1893 .....	50,465,947	38 87
"	1894 .....	57,097,445	46 78
"	1895 .....	57,447,810	78 40
"	1896 .....	58,134,518	79 78
"	1897 .....	61,897,122	03 74
"	1898 .....	64,898,621 1/2	43 86
"	1899 .....	66,878,197	8,000,788 62
"	1900 .....	79,294,969	9,515,596 18
"	1901 .....	89,010,868	8,895,848 22

The manufactures of the past five years can be classified as follows:

	1901. Pounds.	1900. Pounds.	1899. Pounds.	1898. Pounds.	1897. Pounds.
Plug Chewing Tobacco. ...	79,295,712	78,525,565	60,582,389	59,444,534	56,012,991
Fine Cut.....	51,870	75,015	106,435	56,564	72,695
Smoking.....	5,683,781	5,686,389	5,987,524	4,598,923	4,502,548
Snuff.....	14,508	14,901	16,688	20,072	19,537
Total.....	83,026,671	97,809,860	67,692,636	64,618,093	62,607,763

## CIGARS MANUFACTURED IN ST. LOUIS.

YEAR.		Manufact'd.	Amount of tax paid.
Fiscal,	1874	85,428,200	\$ 176,888 45
"	1875	84,067,088	180,882 80
"	1876	81,841,875	191,051 25
Six months	1877	17,586,717	106,540 80
Calendar	1878	36,500,600	219,263 00
"	1879	35,042,042	210,202 96
"	1880	34,399,075	230,297 45
"	1881		251,907 80
"	1882		245,268 50
"	1883		106,674 84
"	1884		121,094 40
"	1885		121,510 57
"	1886		120,740 00
"	1887		140,196 92
"	1888		141,868 14
"	1889		138,867 80
"	1890		.....
"	1891		150,825 95
"	1892		170,958 18
"	1893		163,816 47
"	1894		164,306 59
"	1895		147,221 86
"	1896		141,578 45
"	1897		138,847 20
"	1898		158,881 01
"	1899		178,808 96
"	1900		200,418 17
"	1901		158,872 00

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR  
SIX YEARS.

	1901.	1900.	1899.	1898.	1897.	1896.
Tobacco.....lbs.	80,708,823	76,170,350	64,580,087	61,255,250	56,793,408	48,335,177
Cigars M.....	46,826	46,548	41,167	69,884	88,570	39,192
Cigarettes M.....	11,500	57,815	69,909	309,903	470,405	315,788
Snuff.....lbs.	14,500	14,201	16,698	20,872	19,587	22,981

BAGGING AND COTTON TIES.

Notwithstanding the short cotton crop, the business in bagging and ties has shown a large increase over 1900, both in the amount of bagging manufactured and the amount of bagging and ties distributed from this city.

Local manufacturers have operated their plants on full time making about 2,500,000 yards more than in the year 1900, and the end of the year finds them actively at work preparing a supply for the next cotton crop.

RECEIPTS OF JUTE FOR SIX YEARS

RECEIPTS.	1901.	1900.	1899.	1898.	1897.	1896.
Jute, bales.....	51,883	87,818	42,206	28,861	28,898	7,102

SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1901.	1900.	1899.	1898.	1897.	1896.	1895.	1894.	1893.
Bagging, pos.....	881,113	212,619	256,312	273,661	305,870	181,811	299,071	235,059	267,593

BAGGING MANUFACTURED.

1901 .....	12,500,000 yards.
1900 .....	9,975,655 "
1899 .....	12,273,500 "
1898 .....	12,500,000 "
1897 .....	9,000,000 "
1896 .....	8,000,000 "
1895 .....	11,700,000 "
1894 .....	18,000,000 "
1893 .....	12,000,000 "
1892 .....	13,000,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1901 .....	2,500,000 yards.
" 1900 .....	8,781,245 "
" 1899 .....	5,181,200 "
" 1898 .....	721,600 "
" 1897 .....	200,000 "
" 1896 .....	1,000,000 "
" 1895 .....	1,200,000 "
" 1894 .....	1,000,000 "
" 1893 .....	200,000 "
" 1892 .....	800,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1901.....	6,708	835,400
1900.....	12,788	639,400
1899.....	10,750	537,500
1898.....	93,645	4,682,250
1897.....	35,878	1,793,900
1896.....	42,129	2,106,450
1895.....	3,020	151,000
1894.....	1,577	78,850
1893.....	13,380	669,000
1892.....	12,433	621,650

HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1901.....	145,225	1901.....	143,729
1900.....	148,555	1900.....	155,906
1899.....	134,230	1899.....	147,664
1898.....	98,430	1898.....	116,598
1897.....	105,873	1897.....	141,425
1896.....	100,660	1896.....	107,176
1895.....	86,054	1895.....	114,306
1894.....	113,110	1894.....	133,716
1893.....	113,116	1893.....	122,065
1892.....	123,076	1892.....	152,904
1891.....	109,040	1891.....	117,210

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1899 and 1900:

	1901.	1900.
Spirits produced, gals.—Bourbon.....	32,633.2	34,854.3
Alcohol.....	000.0	000.0
Gin.....	000.0	000.0
Highwines.....	000.0	000.0
Pure neutral or cologne spirits and whisky sp'ts	000.0	000.0
Rye Whisky.....	2,775.0	3,535.2
Total.....	35,408.2	38,889.5
Amount of tax paid, at \$1.10 per gallon.....	{ *129,075.5 tx.gals. \$141,983.5	{ *153,513.8 tx.gals. \$165,865.18
Alcohol withdrawn for scientific purposes free of tax	000.0 gals.	179.0 gals.
Whisky allowed by reason of leakage and evaporat'n	18,255.1 "	18,168.0 "

\*Big distillers closed in this district by trust.

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1901.	Dec. 31, 1900.
Bourbon.....	47,888.5 gals.	52,835.1 gals.
Alcohol.....	None.	None.
Gin.....	None.	None.
Pure neutral or cologne spirits and whisky spirits.....	19,059.4 "	97,633.8 "
Rye Whisky.....	9,171.7 "	9,169.4 "
Total.....	75,619.6 "	159,687.8 "

SPIRITS RECTIFIED OR COMPOUNDED.

1899.....	2,293,447.36 gals.	1898.....	3,189,027.00 gals.
1898.....	3,503,186.18 "	1897.....	3,357,411.72 "
1897.....	3,412,279.50 "	1896.....	3,282,452.37 "
1896.....	2,332,374.17 "	1895.....	3,153,456.98 "
1895.....	2,232,155.18 "	1894.....	3,257,984.13 "
1894.....	2,932,860.23 "	1893.....	2,184,548.82 "

July 1st, 1899, to June 30th, 1900, 2,098,824.81 proof galls. or 2,798,423.08 wine galls.

July 1st, 1900, to June 30th, 1901, 2,433,059.29 proof galls. or 2,761,720.18 wine galls.

Total number of gallons gauged in three years by U. S. Gaugers:

1899.....	4,929,860.49 gals.	1900.....	4,723,817.40 gals.	1901.....	5,284,515.21 gals.
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Total number of wholesale liquor dealers' stamps issued on change of package:

1899.....	26,063	1900.....	29,159	1901.....	34,670
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## NAVAL STORES.

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	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch
1901 .....	26,077	90,961	188,066	4,596
1900 .....	18,000	78,197	= 104,000	10,120
1899 ....	16,000	59,620	= 89,480	6,878
1898 .....	21,084	87,846	= 134,606	7,028
1897 .....	18,019	76,831	= 109,758	7,100
1896 ....	16,981	49,902	= 75,098	8,475
1895 .....	14,752	49,850	= 78,144	12,240
1894 .....	17,814	57,456	= 82,080	8,170
1893 .....	15,679	44,870	= 51,875	12,048
1892 .....	19,890	53,738	= 76,947	10,213
1891 .....	19,470	56,822	= 75,822	5,679
1890 .....	15,686	48,900	= 68,699	5,157
1889 .....	18,900	49,397	= 69,300	4,167
1888 .....	17,622	47,052	= 68,250	5,516
1887 .....	18,262	45,231	= 66,200	8,675
1886 .....	18,912	33,742	= 72,000	5,095
1885 .....	13,125	48,273	= 66,860	7,343
1884 .....	9,846	36,357	.....	5,818
1883 .....	12,286	40,010	.....	5,779
1882 .....	13,994	36,882	.....	8,796
1881 .....	5,045	41,717	.....	6,293
1880 .	8,076	48,148	.....	4,544

The receipts of naval stores, as indicated by the above table, show a very marked increase during 1901, demonstrating that the business is increasing on account of the natural growth of the city and territory west of the river. There is an increased demand for rosin from sources entirely new to the trade. St. Louis continues to be the largest distributing point in the West in this line.

The largest part of the receipts of turpentine came in tank cars which are reduced to barrels for comparison.

## LEAD AND SPELTER.

### PIG LEAD.

By John Wahl Commission Co.

Little can be said about the lead market during the year 1901. Prices of lead remained unusually steady around \$4.27½ to \$4.32½ basis in St. Louis, notwithstanding the heavy supply of lead ores; larger than ever before in the history of the country.

The year opened with prices of Missouri lead, in St. Louis, \$4.25 to \$4.27½, and Argentiferous \$4.32½, and only during the last month of the year, when the London market declined to something like L10 5s, the strong policy of the Smelting Company was abandoned, and the drop to \$3.95 basis St. Louis for Argentiferous occurred; Missouri brands selling down to \$3.87½. Lead productions in the United States reached the highest point on record.

The output for the year shows something like 275,000 short tons, of which 221,000 tons or 80% were classed as desilverized lead; something like 48,000 tons or 17% were soft lead, carrying no silver, and about 7,000 tons or a little over 2% hard or antimonial lead. The mines of the Cœur d'Alenes in Idaho produced about one-third of the ores from which the desilverized lead was smelted. The soft lead, as heretofore, came chiefly from Missouri, by far the larger part from the Southeast Missouri district, where lead ores only are mined, and the rest from the Joplin district, where lead is obtained in connection with zinc ores, which are the chief product of that region.

### WHITE LEAD.

The manufacture of white lead is one of the most important industries in St. Louis, as it is advantageously situated for the manufacture of this commodity, owing to geographical position, and being centrally located can distribute the manufactured product to advantage to all parts of the country. The principal brands manufactured in St. Louis of strictly pure lead are the Collier, Southern and Red Seal, some of which have been on the market for half a century, and have an established reputation for purity and general excellence from one end of the United States to the other. Probably one-third of the white lead manufactured in the United States is made in St. Louis, and its factories give employment to hundreds of men, and are equipped with the most modern machinery, and have been kept in constant operation during the year. All of the lead manufactured in St. Louis is made by the "old Dutch process" of corrosion, which gives the product a superiority over so-called quick process leads. Experiments of all kind are being constantly made, but as yet nothing has been found that has the durability and covering capacity of lead manufactured by this process of slow corrosion. The shipments were 59,670,720 lbs., as against 50,645,780 lbs. in 1900 and 48,460,250 lbs. in 1899.

### SPELTER.

Notwithstanding a large volume of export business was handled through agencies stationed at points of production and which ordinarily would have come to St. Louis by virtue of this being the principal primary market, the year 1901 was a favorable one both in point of business transacted and prices paid for the commodity. Requirements for consumption were in excess of any former year, so that the much larger movement to this center did not permit of an accumulation of supplies at any time. The range of prices was limited to 42½ cents per 100 lbs., showing an entire absence of any manipulation.

	Receipts—Slabs.	Shipments—Slabs.
1901.....	2,023,395	2,186,647
1900.....	979,080	1,495,162
1899.....	1,508,595	1,789,088
1898.....	1,526,588	1,557,049



## LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

## SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

POUNDS.		POUNDS.		POUNDS.	
1890.....	36,788,005	1894.....	38,660,975	1898.....	39,443,580
1891.....	35,933,908	1895.....	42,808,258	1899.....	48,480,280
1892.....	36,968,937	1896.....	40,289,604	1900.....	50,710,699
1893.....	37,411,868	1897.....	39,966,015	1901.....	50,670,720

## SHIPMENTS OF WHITE LEAD.

POUNDS.		POUNDS.		POUNDS.	
1890.....	36,788,005	1894.....	38,660,975	1898.....	39,443,580
1891.....	35,933,908	1895.....	42,808,258	1899.....	48,480,280
1892.....	36,968,937	1896.....	40,289,604	1900.....	50,710,699
1893.....	37,411,868	1897.....	39,966,015	1901.....	50,670,720

## MONTHLY PRICES OF LEAD AND SPelter FOR TWO YEARS.

MONTH.	LEAD.				SPELTER.			
	1900.		1901.		1900.		1901.	
January.....	4 57½	4 57½	4 23½	4 15	4 20	4 65	8 97½	8 80
February.....	4 55	4 68	4 15	4 25	4 45	4 75	8 75	8 67½
March.....	4 55	4 65	4 25	4 23½	4 35	4 55	8 65	8 70
April.....	4 55	4 65	4 20	4 23½	4 42	4 65	8 75	8 57½
May.....	8 80	4 65	4 20	4 32½	4 35	4 55	8 77½	8 55
June.....	8 65	4 37½	4 37½	4 37½	8 92	4 35	8 77½	8 55
July.....	8 90	4 07½	4 25	4 50	4 05	4 25	8 57½	8 80
August.....	4 10	4 33½	4 25	4 40	4 00	4 05	8 80	
September....	4 80	4 32½	4 25	4 30	8 90	4 05	8 85	8 97½
October.....	4 20	4 32½	4 25	4 27½	8 97½	4 05	4 00	4 12½
November.....	4 20	4 35	4 25	4 27½	8 90	4 27½	4 12½	4 15
December.....	4 17½	4 25	4 27½	8 95	8 95	4 20	4 17½	4 15

Quotations are for Soft Missouri and Chemical Hard. Desilverized refined held at \$4.52½ until December, when the price fell to \$3.95.

During summer months Chemical Hard sold much higher than Soft Missouri right along, so scarce was it and so urgent the demand. Extreme highest prices given (from May to August) were for Chemical.

## WOOL.

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By FUNSTON BROS. & Co.

The wool business for the year 1901 has been a most satisfactory one to the St. Louis merchants. The trade here laid in their stocks at shearing time intelligently, and bought in large quantities at prices that proved to be the lowest of the season. Manufacturers have favored the St. Louis market more than ever during the past year, many mills coming here for supplies that have not bought here for many years. This was brought about largely by the enterprising, progressive and fair business methods of the St. Louis merchants.

The stocks of wool on hand in St. Louis, January 1st, 1902, were the smallest known here in years, which reflects credit upon the trade, as by being free sellers, the merchants are well sold out, and have thereby placed themselves in excellent condition to handle the clip of 1902 from the Western States and Territories to better advantage than ever.

The wool trade is in a general healthy condition, and the year 1902 bids fair to be another good year. Manufacturers are now using a smaller percentage of cotton and cheaper materials in woolen goods which increases the consumption of wool and creates a steadier movement, and more stable values. St. Louis is conceded to be the second largest wool market in the United States, and is a strong competitor for both territory and domestic wools.

Pulled and scoured wools have sold well from this market, and the amount scoured during the past year has been much larger than previous years, and the process of scouring has been much improved. A conservative estimate of the value of wool handled in St. Louis during 1901 amounts to about \$10,500,000.00.

## FURS.

St. Louis for years conceded to be the largest primary fur market in the world, continues to grow in importance as a great fur center, and in recent years has reached out into even the most remote parts of Canada and Alaska where the fur bearing animals of the rarest and most costly furs abound.

The acquisition of the handling of these fine and costly furs from the far North in the St. Louis market has been a great success, and has done much to make the already great fur center even more important in the world's fur trade. The prompt, fair and altogether splendid methods of handling and selling furs in this market will ever keep it the most popular market in America.

The active fur season only lasts about four months in the year, during which time something over \$4,000,000.00 worth of raw furs are received and sold in this market.

The fur season of 1901 and 1902 will go down in the annals of the fur trade as one of the greatest and most successful ever known. The volume ever known. The volume has been larger this season than ever, and values higher and steadier than for many years.

## RECEIPTS AND SHIPMENTS FOR SIXTEEN YEARS.

## RECEIPTS OF PELTRIES AND FURS.

BUNDLES.		BUNDLES.	
1901.....	85,084	1890.....	78,839
1900.....	146,807	1889.....	48,816
1899.....	269,256	1888.....	45,833
1898.....	318,949	1887.....	23,045
1897.....	274,900	1886.....	18,889
1896.....	210,432	1885.....	17,474
1895.....	195,498	1884.....	15,450
1894.....	87,058	1883.....	15,501
1893.....	96,355	1882.....	12,089
1892.....	101,443	1881.....	16,115
1891.....	135,526	1880.....	12,073

## RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1902.....	98,806	1897.....	72,034
1901.....	108,032	1896.....	88,215
1900.....	89,523	1895.....	104,049
1899.....	83,568	1900.....	138,998
1898.....	90,186	1901.....	153,860

HAY.

By the St. Louis Hay Exchange.

We find the Hay market, at the close of 1901, in a most satisfactory condition; shippers and commission men alike have enjoyed a rather phenomenal season. While receipts were in excess of 1900, by 16,800 tons, the market at all times absorbed the receipts (except when the railroads were unable to furnish facilities to handle cars out).

Two conditions have come about since December, 1900, to contribute to this increased trade: First, that St. Louis is made the distributing point for a greater part of the drought stricken section, and the rapid, almost unparalleled development of the country, southwest of St. Louis.

The average prices on timothy hay and wild grass (prairie hay), has ruled much higher than 1900, with quality much reduced. There was scarcely a week through October, November and December of 1901 that there was not orders for 25, 50 and 100 car lots; the condition being one of cars, and not of price, at any time

We find on December 31, 1901, a stock of 1500 tons; much of this sold and held for cars to load out.

Much credit should be given the St. Louis merchants, when you consider that they had to go to Michigan, Indiana and Iowa, and in some instances, Nebraska, to get hay, that they might meet the requirements of the enlarged trade. Seven-eighths of the hay received on this market in December came from Michigan and Indiana.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1901.....	251,152	117,557
1900.....	234,256	120,777
1899.....	175,820	64,333
1898.....	160,850	46,488
1897.....	178,516	64,067
1896.....	280,852	107,980
1895.....	195,582	69,046
1894.....	159,969	41,238
1893.....	141,238	30,095
1892.....	131,148	32,078
1891.....	141,898	38,253
1890.....	114,092	40,247
1889.....	116,346	53,522
1888.....	107,884	34,665
1887.....	86,394	23,861
1886.....	85,078	30,006
1885.....	97,975	38,826

Stock in store December 31st, 1895, about 7,500 tons.				
"	"	"	31st, 1896, .	" 8,250 "
"	"	"	31st, 1897,	" 3,500 "
"	"	"	31st, 1898,	" 2,500 "
"	"	"	31st, 1899,	" 3,500 "
"	"	"	31st, 1900,	" 2,040 "
"	"	"	31st, 1901,	" 1,500 "

## RECEIPTS AND SHIPMENTS OF HAY DURING 1900 AND 1901.

## MONTHLY RANGE OF PRICES OF HAY DURING 1901.

MONTHS.	No. 1 Timothy, per ton.	No. 1 Prairie, per ton.
January .....	\$11.50 @ 18.50	\$ 8.50 @ 11.00
February .....	11.50 13.75	9.50 10.50
March .....	11.50 14.00	9.50 10.50
April .....	12.50 14.50	<del>10.50</del> 11.50
May .....	12.00 14.50	10.50 11.50
June .....	12.00 15.50	<del>10.00</del> 11.50
July .....	12.50 17.50	10.50 15.50
August .....	13.00 18.00	12.50 15.50
September .....	12.50 15.50	10.50 13.00
October .....	12.50 14.50	11.50 13.00
November .....	13.00 14.50	13.00 14.00
December .....	13.50 15.00	<del>13.00</del> 14.00

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-FOUR YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1901.....	315,285	35,280	772,800	.....	.....	.....
1900.....	233,105	27,575	776,160	233,769	20,846	10,080
1899.....	427,020	28,255	581,280	870,408	40,201	15,680
1898.....	333,120	48,280	451,540	819,911	29,825	44,800
1897.....	351,635	33,045	419,450	229,072	13,367	17,340
1896.....	329,666	39,163	454,160	257,166	9,840	23,025
1895.....	304,204	72,798	804,980	233,541	17,043	54,320
1894.....	248,830	60,757	620,500	233,404	8,638	22,960
1893.....	241,189	80,198	334,020	195,431	16,759	299,680
1892.....	290,487	48,963	473,200	230,230	33,266	149,923
1891.....	331,671	42,478	338,440	316,679	26,808	68,015
1890.....	333,139	33,840	163,030	346,691	25,578	70,020
1889.....	293,663	21,316	304,080	230,359	8,223	144,800
1888.....	330,110	24,649	254,700	258,410	22,821	137,680
1887.....	394,676	32,060	320,490	297,126	9,474	92,319
1886.....	400,353	51,992	247,160	336,437	11,653	56,924
1885.....	337,737	46,331	548,700	309,571	8,957	345,323
1884.....	436,440	53,237	496,800	318,933	13,246	228,020
1883.....	333,175	57,961	636,720	296,237	14,547	457,593
1882.....	297,425	42,750	363,280	291,183	16,519	245,071
1881.....	233,343	73,239	314,720	213,135	25,197	132,332
1880.....	313,379	61,343	333,363	239,163	21,633	.....
1879.....	244,966	73,345	439,733	221,965	21,691	.....
1878.....	371,521	173,781	.....	313,997	32,049	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1901.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars, In Bulk.	Sacks.	Bbls.	Cars, In Bulk.
Chicago & Alton R.R. (Mo. Div.) ..	200	.....	1	250	1,135	.....
Missouri Pacific Railroad .....	13,020	1,695	617	.....	53,872	.....
St. L. & San Francisco Railroad ..	.....	.....	.....	.....	69,450	.....
Wabash Railroad (West) .....	85	.....	.....	20	16,195	18
St. L., K.C. & Colorado R.R. ....	.....	.....	.....	.....	790	8
Mo., Kansas & Texas R. R. ....	.....	.....	.....	8,365	64,474	1
St. Louis Southwestern R.R. ....	.....	.....	.....	6,740	17,535	1
St. L., Iron Mountain & So. R. R. ...	.....	200	.....	3,930	25,125	5
Illinois Central R. R. ....	2,310	120,720	302	19,290	33,365	6
Lo'isville, Hend'son & St. L. R. R.	.....	.....	.....	50	110	.....
Louisville & Nashville R.R. ....	.....	.....	.....	30	150	.....
Mobile & Ohio R.R. ....	.....	.....	.....	515	6,410	2
Southern Railway .....	.....	620	1	.....	920	1
Baltimore & Ohio S.-W. R. R. ....	1,350	6,290	21	150	605	.....
Chicago & Alton R.R. ....	350	1,335	6	.....	1,540	.....
O., C., C. & St. Louis R.R. ....	1,700	11,020	147	20	200	.....
Vandalia R. R. ....	3,930	76,545	66	.....	1,630	.....
Wabash Railroad (East) .....	4,500	32,735	39	10	9,030	2
Toledo, St. Louis & Western R. R.	7,335	63,400	130	.....	.....	.....
Chicago, Peoria & St. Louis R.R. ...	.....	725	.....	.....	250	.....
Chicago, Burlington & Quincy R.R.	.....	.....	.....	200	100	.....
St. L., Keokuk & N.-W. R. R. ....	.....	.....	.....	335	2,335	.....
River .....	.....	.....	.....	354	12,952	.....
Total .....	35,280	315,285	1,330	40,309	322,333	44

## CANDIES.

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St. Louis continues to be one of the greatest candy markets in the United States.

The volume of business in 1901 has been about 25% larger than in 1900, and the class of goods purchased during the year would show an increasing appreciation of the higher grades of confectionery by consumers generally.

There are seven large factories in St. Louis, employing about 2,000 hands and paying in wages nearly three-quarters of a million dollars per annum.

All grades of candies are manufactured, from the cheapest to the most expensive, thus offering to the purchaser, whether he be wholesaler or retailer, facilities for selection unsurpassed by any other market in the country.

The trade extends over nearly the entire United States, reaching on the east to the New England and the Atlantic Coast States, and on the west to the Pacific Slope.

St. Louis is geographically the center of the Mississippi Valley, and enjoys exceptional advantages as a distributing point. This gives St. Louis confectioners a predominating position with the Central, Western and Southern States.

The confectionery manufacturers of St. Louis are progressive, alert and maintain a pre-eminent reputation for integrity and fairness, and their business constitutes a very important element in the city's manufacturing industry, and aggregates between three and four million dollars per annum or about 50,000,000 pounds per year.

DRIED FRUIT.

BY HOFMANN BROTHERS PRODUCE CO.

As a dried fruit market St. Louis is of considerable importance, being the receiving and distributing center for the products of the surrounding states. Missouri and Illinois are gaining fast in fruit producing capacity; northwest Arkansas is also getting to be a great fruit section. Apples are the principal fruit raised, and this part of the country is particularly well adapted for this the most staple of all fruits. The writer considers that the apple is entitled to this rank in the fruit line because it is used more extensively than any other, this is undoubtedly due to its good keeping qualities in the fresh state, and dried or evaporated it keeps longer than any other fruit. Apples on that account are extensively exported in large quantities green, evaporated and sun dried.

St. Louis is also a great market for California dried fruits of all kinds. Prunes, peaches, apricots, pears and raisins are handled by our dealers in large quantities.

RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1901.....	229,814	859,286
1900.....	168,981	810,275
1899.....	810,554	848,821
1898.....	206,617	265,182
1897.....	267,499	441,705
1896.....	80,455	140,590
1895.....	150,908	182,863
1894.....	99,405	219,062
1893.....	155,015	200,336
1892.....	150,766	218,435
1891.....	128,982	182,967
1890.....	150,917	212,320
1889.....	125,733	216,801



SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS	1901.			1900.			1899.			1898.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	188	196,500	.....	146	549,600	.....	990	504,600	.....	1,012	551,400	.....
Other ..	69,558	.....	.....	69,953	.....	.....	83,216	.....	.....	70,776	.....	.....
Cotton .	.....	.....	2,990	.....	.....	4,940	.....	.....	8,125	.....	.....	8,640

Shipment of Flaxseed for 1888, 6,154 sacks and 45,975 bushels.

"	"	"	1889,	2,625	"	"	840,285	"
"	"	"	1890,	518	"	"	700,160	"
"	"	"	1891,	712	"	"	120,011	"
"	"	"	1892,	...	"	"	161,248	"
"	"	"	1893,	...	"	"	155,557	"
"	"	"	1894,	...	"	"	225,205	"
"	"	"	1895,	...	"	"	225,845	"
"	"	"	1896,	...	"	"	606,879	"
"	"	"	1897,	...	"	"	445,562	"
"	"	"	1898,	...	"	"	294,045	"
"	"	"	1899,	...	"	"	243,871	"
"	"	"	1900,	...	"	"	457,154	"
"	"	"	1901,	...	"	"	88,957	"

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 5 cents less) for three years.

	1901.		1900.		1899.	
January.....	1 59	@1 72	1 45	@1 50	1 08	@1 13½
February.....	1 58	1 72	1 52	1 58	1 11	1 12½
March.....	1 50	1 60	1 57	1 62	1 10	1 17
April.....	1 49	1 52	1 62	1 70	1 10	1 16
May.....	1 56	1 67	1 62	1 65	98	1 12½
June.....	1 67	1 68	1 55	1 58	95	1 00
July.....	1 50	1 65	1 35	1 60	98	98
August.....	1 87	1 65	1 25	1 45	98	1 14½
September.....	1 87	1 38	1 42	1 56½	1 02	1 15
October.....	1 88	1 48	1 46	1 75	1 12	1 28½
November.....	.....	.....	1 50	1 78	1 26	1 30
December.....	.....	.....	1 62	.....	1 24	1 46

## RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1901.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipments, boxes.
Chicago & Alton R.R. (Mo. Div.).....	124,610	.....	20	57
Missouri Pacific R.R.....	4,314,010	38,400	1,163	9,214
St. L. & San Francisco R.R.....	549,220	.....	.....	12,555
Wabash Railway, (West).....	418,580	52,800	275	15,615
Missouri, Kansas & Texas R. R.....	307,900	800	285	16,452
St. Louis, S. W. R. R.....	.....	52,900	5	22,768
St. L. Iron Moun. & South'n R. R.....	8,190	1,261,970	.....	126,819
Illinois Central R. R.....	984,910	878,950	6,250	52,802
Louisville, Henderson & St. Louis R. R.....	.....	.....	20	45
Louisville & Nashville R.R.....	4,710	7,860	.....	8,295
Mobile & Ohio R.R.....	55,510	15,850	145	35,426
Southern Railway.....	55,290	55,250	60	40
Baltimore & Ohio S.-W. R. R.....	422,040	310,850	600	4,790
Chicago & Alton R.R.....	297,570	26,800	13,205	152
Cleveland, Cin., Chicago & St. Louis R. R.....	1,260	6,440	8,860	127
Vandalia R. R.....	266,620	98,800	1,240	1,948
Wabash Railway (East).....	3,081,050	3,269,265	780,945	2,466
Toledo, St. Louis & Western R. R.....	.....	58,600	.....	.....
Chicago, Peoria & St. Louis R. R.....	.....	.....	.....	.....
Chicago, Burlington & Quincy R.R.....	300,000	20,000	9,105	120
St. Louis, Keokuk & N.-W. R. R.....	1,741,900	12,100	2,680	3,777
Upper Mississippi River.....	5,500	21,500	.....	7,045
Lower Mississippi River.....	89,910		.....	
Illinois River.....	900		.....	
Missouri River.....	5,950		.....	
Ohio, Cumberland and Tennessee Rivers.....	.....	.....	.....	.....
Express.....	608,819	.....	.....	.....
Total 1901.....	18,476,929	6,902,214	112,700	300,023
Total, 1900..... lbs.	12,901,800	9,	36	238,999
" 1899..... "	12,729,185	4,	36	318,960
" 1898..... "	14,906,745	5,	57	245,443
" 1897..... "	16,258,165	5,	64	246,129
" 1896..... "	16,131,893	4,	73	165,198
" 1895..... "	15,812,005	5,	17	186,196
" 1894..... "	14,153,544	5,	43	192,567
" 1893..... "	12,575,266	4,	20	160,183
" 1892..... "	13,401,788	4,	29	212,687
" 1891..... "	13,791,268	6,	12	155,995
" 1890..... "	13,661,924	4,	16	109,065
" 1889..... "	12,893,101	4,	16	133,609
" 1888..... "	11,109,733	3,	13	145,856
" 1887..... "	9,284,043	2,	10	106,204

## RECEIPTS AND SHIPMENTS OF EGGS.

	RECEIPTS.	SHIPMENTS.
1901, Packages.....	1,022,543	770,472
1900, ".....	930,682	473,424
1899, ".....	751,234	511,426
1898, ".....	806,984	549,146
1897, ".....	894,908	580,823
1896, ".....	794,700	494,398
1895, ".....	654,968	413,015
1894, ".....	508,773	317,231
1893, ".....	552,359	292,168
1892, ".....	469,216	174,041
1891, ".....	501,313	371,741

## FRUIT AND PRODUCE.

By MANLEY G. RICHMOND.

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St. Louis in 1901 not only maintained her record as a great distributing center, but surpassed the good record made in 1900 by from 15% to 40%. The sections that look to St. Louis for the marketing of their products are not confined to any particular locality, but take in the entire Louisiana Purchase.

The 1901 crop of apples for the United States was considered light; but being scattered and a few in most of the apple belts, was probably under estimated. While the West had only about 40% of a crop, it proved to be the center of attraction for the large Eastern buyers, and the prices paid rewarded the growers very handsomely. The receipts for St. Louis, 691,404 barrels, does not include the local crop, which was moved to market by wagons, and can conservatively be estimated at 100,000 barrels.

While the local crop of potatoes was only about 60% of that of 1900, our receipts from all sources exceeded those of 1900 nearly 25%, total receipts for 1901 being 3,085,659 bushels. These figures do not include the wagon receipts, which can safely be estimated at 500,000 bushels, nor do the receipts take into account the immense movement from the American Bottoms, where 3,000 carloads were handled by our St. Louis firms, representing 1,500,000 bushels. Owing to the shortage in the crop, values were much better than have existed for several years, netting the growers more money than their previous large crop. The importation of foreign potatoes to this market was indulged in to some extent, but was not found to be profitable, the quality not being as good as those grown in the northern states.

The general onion crop of the United States for 1901 was below the average; and taking into consideration that our local crop was considered a failure, the receipts of 55,732 packages and 280,000 bushels should be considered as a good showing. Prices have ruled high throughout the season.

The cabbage crop was not considered as large as usual; but owing to the fact that St. Louis manufactures more kraut than any city in the Union, the receipts of cabbage was very large, figuring up from all sources 3,300 cars. The South and the Southwest look to St. Louis as their distributing market when their crops is on, and when exhausted come to this market for their supply for both cabbage and kraut.

The melon crop was cut short by the long continued drouth, which accounts for the receipts being under those of past favorable seasons. The receipts for 1901 from all points (including cantaloupes) were 3,240 cars. St. Louis is the largest melon market in the United States.

St. Louis as a distributing market for tomatoes is by far the largest in the United States. The immense crops which are grown in the South are mostly all forwarded here and then distributed to the other large markets. While but a few years ago tomatoes were shipped in a small way, now it is not an uncommon thing to see solid train loads coming to this market. Our local crop in 1901 was cut short by the continued dry weather; consequently added very little to the receipts.

The receipts of oranges were 746,970 boxes, coming largely from California; the receipts includes perhaps 50,000 boxes from Florida, which is the most received from there since their disastrous freeze.

The receipts of lemons were 153,660 boxes. There were 1,002 cars of bananas received in 1901.

The receipts of grapes was not as large as in 1900, but the 450 cars received should be considered as a good showing.

## BEANS.

## RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks. & bls.
1901.....	1,604	94,900	108,699	215	.....	219,308
1900.....	257	43,800	78,708	.....	3,900	184,301
1899.....	3,140	79,300	112,400	.....	11,850	192,142
1898.....	30,554	116,350	99,690	.....	87,905	187,355
1897.....	30,552	121,000	77,977	.....	94,300	95,649
1896.....	12,914	85,250	95,762	.....	19,280	61,871
1895.....	17,873	18,150	64,761	.....	500	75,977
1894.....	2,281	21,458	37,574	.....	.....	89,314
1893.....	1,370	29,800	62,516	.....	.....	73,237
1892.....	4,869	26,950	47,138	.....	1,263	77,990
1891.....	5,345	158,950	46,840	.....	23,221	78,294
1890.....	2,900	160,600	58,698	.....	19,800	60,189
1889.....	2,850	119,900	53,223	.....	502	87,123
1888.....	4,875	105,500	37,534	3,586	7,995	97,168
1887.....	5,786	149,000	71,978	8,777	4,890	65,900
1886.....	23,345	217,800	45,420	9,696	500	55,289
1885.....	25,101	53,000	37,178	247	500	56,645
1884.....	1,579	44,000	22,763	708	6,035	33,171
1883.....	6,542	193,500	39,593	922	40,861	33,641
1882.....	8,025	264,350	24,184	695	65,004	34,064
1881.....	12,722	174,000	49,647	91,141	61,518	33,690

## CASTOR BEANS.

## MONTHLY RANGE IN PRICE OF PRIME, IN OAR LOTS, 1901.

January.....	\$1 30	July.....	\$1 80
February.....	1 30	August.....	1 80
March.....	1 88	September.....	1 88
April.....	1 80	October.....	1 25 @ 1 40
May.....	1 80	November.....	1 40
June.....	1 80	December.....	1 40

## POTATOES AND ONIONS.

## RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

## RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES

FOR 1901.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls.....	691,404	629,292
Ale and Beer.....packages.....	.....	4,567,869
Bananas.....cars.....	1,002	1,252
Barbed Wire.....pounds.....	40,199,500	58,980,780
Beef.....barrels and tierces.....	.....	3,160
Fresh Beef.....pounds.....	110,707,200	948,443,030
Canned Beef.....".....	.....	2,419,140
Boots and Shoes.....cases.....	1,190,264	1,070,950
Cordage and Rope.....coils.....	92,065	.....
Cement.....sacks.....	1,977,985	.....
".....barrels.....	170,305	.....
Cotton Seed Meal.....tons.....	19,808	18,908
Candles.....boxes.....	.....	179,780
Eggs.....packages.....	1,023,646	770,472
Fish.....".....	98,900	.....
Fertilizer.....tons.....	.....	44,898
Hops.....bales.....	5,843	.....
Iron and Steel.....tons.....	271,930	.....
Leather.....rolls.....	153,660	.....
Lemons.....boxes.....	152,270	124,047
Malt.....sacks.....	173,985	189,518
Nails.....kegs.....	688,200	684,215
Oils.....barrels.....	44,025	.....
".....tanks.....	8,428	.....
Oil Cake.....tons.....	.....	1,861
Oranges.....packages.....	746,970	678,526
Ore, Iron.....tons.....	78,066	2,005
" Zinc.....".....	40,178	42,138
Pig Iron.....".....	196,942	189,696
Railroad Iron.....".....	120,000	.....
Staves.....M.....	1,065	.....
".....cars.....	5,751	.....
Soap.....boxes.....	.....	1,061,747
Tallow.....pounds.....	11,144,450	8,389,220
Tin.....boxes.....	89,530	.....
Wines and Liquors.....barrels.....	23,760	.....
".....boxes and cases.....	95,983	.....
Zinc and Spelter.....slabs.....	2,023,895	2,186,647

MONTHLY RECEIPTS FOR 1901.

Date—1901.	Apples, bbls.	Bagging, pcs.	Ban- anas. Cars.	Barley.		Butter, lbs.	Beans, sks. and bbls.	Barbed Wire lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.
				Sacks.	Bushels.					
January .....	13,240	176	86	.....	169,500	1,018,550	9,740	4,992,000	14,870,700	120,210
February .....	38,865	1,119	68	.....	126,750	1,142,755	3,325	5,915,000	17,818,800	104,855
March .....	23,940	793	97	.....	143,250	953,640	4,350	4,525,000	18,050,700	99,035
April .....	13,807	290	73	.....	83,250	811,200	6,619	5,053,000	16,592,800	101,050
May .....	2,103	.....	97	.....	39,000	994,990	2,635	3,031,000	21,685,300	107,215
June .....	.....	.....	98	.....	9,000	1,781,925	3,360	2,125,500	5,652,600	113,900
July .....	2,297	85	82	.....	2,250	1,280,240	1,950	2,073,000	2,072,700	95,655
August .....	10,493	710	90	60	13,500	952,700	6,430	3,062,000	3,948,200	87,190
September .....	40,554	1,130	70	.....	229,500	1,008,055	7,355	1,879,000	2,852,600	75,644
October .....	416,195	740	69	.....	544,500	1,363,505	12,700	1,669,000	1,953,300	102,155
November .....	121,684	1,300	97	1,437	374,250	1,095,640	24,240	3,802,000	2,615,700	92,675
December .....	8,246	365	80	.....	201,750	1,093,729	20,965	2,073,000	2,593,800	90,680
Totals .....	691,404	6,708	1,002	1,497	1,936,500	13,476,929	103,669	40,199,500	110,707,200	1,190,284
By Railroad .....	619,453	6,708	1,002	1,437	1,936,500	12,820,850	103,649	40,199,500	110,707,200	1,189,365
" River .....	71,951	.....	.....	60	.....	52,280	20	.....	.....	899
" Express ..	.....	.....	.....	.....	.....	603,819	.....	.....	.....	.....









MONTHLY RECEIPTS FOR 1901.—Continued.

THE CITY OF ST. LOUIS.

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Date—1901.	Horses & Mules, head.	Hides, lbs.	Hogs, head.	Hops, bales.	Iron and Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.
January .....	27,008	4,743,220	217,173	810	20,206	8,617	3,572,400	132,855
February .....	15,002	2,998,900	195,808	542	21,414	17,443	4,848,000	127,490
March .....	11,986	2,343,790	219,164	339	19,168	2,505	6,597,600	176,440
April .....	8,803	2,806,750	182,700	55	22,632	4,534	3,834,000	151,110
May .....	9,886	3,664,530	196,624	.....	23,297	7,775	4,685,700	127,625
June .....	10,448	4,224,960	170,223	.....	24,098	.....	6,109,700	164,900
July .....	13,297	4,639,610	197,025	20	20,961	.....	4,677,500	142,465
August .....	9,812	3,735,480	188,987	25	21,183	2,061	5,596,180	146,555
September .....	12,444	4,240,350	157,877	10	23,089	1,130	3,351,300	141,940
October .....	13,608	7,957,480	169,702	147	29,468	1,000	2,934,800	179,965
November .....	10,391	6,281,140	195,730	1,951	25,876	2,524	4,316,200	159,840
December .....	7,441	7,368,820	196,684	1,444	20,540	4,294	5,050,000	149,050
.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	149,716	55,005,030	2,286,945	5,343	271,932	51,883	55,573,380	1,800,235
By Railroad .....	131,934	54,573,310	2,118,872	5,343	271,932	51,883	55,568,880	1,800,235
" River .....	2,328	481,720	96,970	.....	.....	.....	9,500	.....
" Driven .....	15,454	.....	21,003	.....	.....	.....	.....	.....







MONTHLY RECEIPTS FOR 1901 — Continued.

THE CITY OF ST. LOUIS.

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Date—1901.	Rice, pkgs.	Rosin, bbls.	R.R. Iron tons.	Salt.			Seeds, Sacks and bbls.	Sheep. Head.	Staves.	
				Sacks.	Bbls.	Cars in blk.			M.	Cars.
January .....	11,105	6,875	6,075	1,485	37,245	112	5,943	21,104	.....	387
February .....	11,025	4,280	8,070	1,485	16,855	51	6,747	22,647	.....	424
March .....	11,875	4,365	12,125	2,700	20,410	90	7,124	25,154	60	513
April .....	9,060	2,285	11,535	2,890	7,140	75	3,876	50,617	.....	598
May .....	6,295	4,940	9,075	2,740	9,890	104	3,506	53,236	15	455
June .....	7,260	10,330	3,690	2,305	11,070	144	1,860	80,011	14	418
July .....	12,575	8,665	2,965	6,935	19,240	167	170	66,951	50	414
August .....	12,960	11,681	13,393	4,720	21,475	171	4,718	55,938	142	493
September .....	14,845	9,705	7,428	2,515	32,455	102	14,086	50,328	635	531
October .....	27,330	9,135	15,390	2,850	48,885	153	10,895	48,869	149	646
November .....	23,590	12,325	19,735	1,400	36,905	115	5,809	34,215	.....	483
December .....	25,610	6,375	20,455	3,195	54,215	93	4,824	25,495	.....	389
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	173,530	90,961	129,936	35,230	315,235	1,380	69,558	534,115	1,065	5,751
By Railroad .....	173,530	90,961	129,936	35,230	315,235	1,380	68,505	518,939	.....	5,751
" River .....	.....	.....	.....	.....	.....	.....	1,053	11,504	1,065	.....
Driven .....	.....	.....	.....	.....	.....	.....	.....	3,622	.....	.....



MONTHLY RECEIPTS FOR 1901--Continued.

Date--1901.	Turpentine.		Tin, Boxes.	Tea, Chests	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc and Spelter Slabs.
	Bbls.	T'nks			Sacks.	Bushels.	Barrels.	Bxs. & cas.		
January .....	.....	29	4,860	1,865	12,677	1,885,200	2,405	8,280	648,510	186,820
February.....	.....	19	6,495	1,490	8,731	872,800	1,575	8,940	167,820	146,985
March.....	.....	18	5,985	2,230	15,942	1,320,800	2,035	8,745	788,800	174,295
April.....	.....	22	8,105	1,040	9,612	620,800	1,850	11,478	1,051,550	172,980
May.....	.....	24	10,580	970	16,560	828,000	2,315	7,675	8,828,840	156,180
June .....	93	38	13,030	905	24,083	787,200	1,720	7,270	5,808,680	190,160
July .....	62	44	10,610	1,205	548,955	4,356,000	1,557	6,110	6,416,410	169,315
August.....	.....	23	8,070	3,030	217,444	3,844,000	1,530	5,100	8,721,460	147,720
September .....	62	18	2,510	2,716	71,953	1,961,200	1,960	7,090	1,122,100	157,605
October.....	60	9	6,760	2,715	47,288	1,004,800	3,160	9,165	599,890	162,765
November.....	.....	9	8,545	2,800	41,932	963,200	1,590	7,120	1,128,540	226,410
December .....	.....	5	3,970	1,280	7,765	744,800	2,083	8,960	1,100,060	182,260
By Wagon.....	.....	.....	.....	.....	.....	450,430	.....	.....	.....	.....
Totals.....	277	258	89,530	21,246	1,022,922	18,559,230	23,760	95,983	25,877,110	2,023,395
By Railroad.....	277	258	89,530	21,246	244,918	18,108,800	23,705	95,730	25,533,620	2,023,395
“ River .....	.....	.....	.....	.....	778,007	.....	55	203	343,490	.....
“ Wagon.....	.....	.....	.....	.....	.....	450,430	.....	.....	.....	.....



# MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901.

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## TRADE AND COMMERCE OF

Date—1901.	Apples, bbls.	Ale & Beer, pkgs.	Bagging, rolls.	Ban- anas. Cars.	Barley.		Butter, lbs.	Beans, pkgs.	Beef, bbls. & tcs.	Barbed Wire, Pounds.	Canned Beef, lbs.	Fresh Beef, lbs.	Boots and Shoes, Cases.
					Sks.	Bushels							
January .....	19,593	262,885	27,923	80	....	19,750	654,490	15,309	257	6,128,500	33,950	23,777,150	84,431
February .....	31,405	229,665	45,250	62	....	12,440	513,330	17,928	75	5,454,300	63,000	37,476,900	85,144
March .....	21,398	294,140	24,705	110	....	4,470	447,730	17,686	600	5,392,200	384,000	39,152,000	96,432
April .....	12,608	332,310	31,723	130	....	24,360	305,940	16,336	116	4,546,800	29,600	36,915,900	89,063
May .....	4,774	437,236	12,083	112	....	9,210	345,970	17,533	85	3,547,530	23,700	34,959,000	89,524
June .....	2,306	476,462	9,815	177	2	2,995	974,280	17,517	220	3,627,215	320,360	26,363,765	88,570
July .....	1,777	639,660	31,299	120	....	.....	704,380	11,059	40	4,169,325	63,390	25,802,500	82,529
August .....	7,444	536,150	87,490	139	402	.....	315,120	17,011	729	5,099,680	80,900	25,187,560	87,552
September .....	30,980	424,591	50,714	97	210	845	312,555	20,120	92	4,795,595	97,540	26,565,990	89,465
October .....	314,252	388,210	31,315	71	405	1,000	480,310	22,500	664	4,731,620	676,200	26,942,770	95,940
November .....	143,520	292,200	19,700	83	950	6,870	559,875	25,210	177	5,443,750	350,650	25,177,730	89,290
December .....	39,235	254,300	9,150	71	111	5,410	588,225	21,000	105	6,044,265	295,850	20,121,765	93,010
Totals..	629,292	4,567,869	381,183	1,252	2079	87,350	6,202,214	219,309	3,160	58,980,780	2,419,140	348,443,030	1,070,950
By Railroad..	627,986	4,525,266	375,889	1,252	1860	87,350	6,170,705	210,875	2,660	57,766,845	2,419,140	348,169,170	1,049,293
" River ....	1,306	42,603	5,294	.....	219	.....	31,509	8,434	500	1,213,935	.....	273,860	21,657

# MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901--Continued.

THE CITY OF ST. LOUIS.

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Date--1901.	Bran.		Cattle, head.	Castor Beans. Sacks.	Cheese, bxs.	Coal, tons.	Coffee.		Corn.		Cornmeal, bbls.	Cotton, bales.
	Sacks.	Cars blk.					Sacks.	Pkgs.	Sacks.	Bushels.		
January .....	92,586	92	10,120	.....	17,455	88,798	17,764	24,896	150,474	2,123,170	36,184	158,765
February ...	79,555	166	9,610	...	17,048	88,607	18,185	21,644	104,339	1,789,950	40,667	65,475
March .....	118,865	152	7,885	.....	19,015	92,967	19,530	25,320	88,326	2,056,685	50,856	63,582
April .....	113,195	160	6,977	.....	17,905	79,923	19,286	20,859	32,289	983,170	31,875	41,162
May .....	68,715	155	8,489	.....	19,267	80,019	20,023	22,077	76,877	1,478,670	37,052	44,594
June .....	39,434	181	20,491	75	22,292	67,306	15,915	28,296	65,235	1,265,970	31,840	38,277
July .....	57,775	105	47,999	.....	23,165	59,177	14,284	23,395	56,788	571,850	29,922	59,921
August .....	55,085	127	36,108	80	22,682	64,957	18,180	25,865	66,520	1,061,480	20,562	36,217
September ...	60,435	122	37,800	.....	37,925	72,457	17,595	29,080	30,879	654,475	16,112	16,897
October .....	55,480	119	33,888	55	42,995	80,499	17,801	30,405	73,245	671,400	18,272	120,268
November ...	51,335	85	19,894	5	34,184	81,915	18,895	21,870	87,065	1,048,740	15,917	186,780
December....	49,265	98	14,498	.....	26,080	84,640	16,793	15,405	93,190	1,237,405	14,415	142,449
Totals....	841,665	1,552	252,749	215	300,023	936,265	214,251	289,114	925,247	14,942,915	343,674	978,837
By Railroad..	806,070	1,552	249,998	90	292,978	926,142	200,244	289,074	892,159	14,407,210	298,642	973,776
River .....	35,595	...	2,751	125	7,045	10,123	14,007	40	33,088	535,705	50,032	61

## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901—Continued.

Date—1901.	Cotton- seed Meal, tons.	Candles, bxs.	Dried Fruit, pkgs.	Eggs, pkgs.	Flaxseed. Bus. blk.	Flour, bbls.	Fertili- zer, tons.	Grease, lbs.	Hay, tons.	Horses and Mules, head.	Hides, lbs.
January .....	1,207	16,742	19,374	37,460	3,030	261,577	3,012	293,200	13,001	19,728	10,083,100
February .....	505	17,726	22,404	88,265	4,950	259,942	3,876	289,100	12,908	12,743	8,463,600
March .....	2,281	21,704	20,603	206,660	1,420	309,585	4,658	703,700	13,378	9,357	4,968,200
April .....	1,988	16,333	20,225	175,470	5,700	253,285	4,085	290,700	11,865	8,206	7,183,600
May .....	462	15,385	26,684	116,035	14,490	225,709	3,024	120,100	12,889	9,858	8,074,200
June .....	110	11,610	17,825	58,677	6,195	215,252	1,693	118,500	10,236	8,745	9,644,025
July .....	170	10,782	14,421	29,255	12,745	209,595	2,579	35,075	5,287	10,724	11,840,220
August .....	605	11,675	11,150	9,545	30,832	285,846	3,100	298,350	10,262	7,038	8,609,100
September .....	85	13,880	22,560	9,740	5,095	231,007	9,540	275,800	8,572	9,922	9,028,960
October .....	630	11,998	47,390	14,695	.....	254,830	3,986	328,800	6,351	9,821	12,738,870
November .....	2,425	16,135	93,190	13,625	.....	233,525	1,920	236,650	6,778	7,779	13,047,800
December .....	3,440	15,810	43,460	11,045	.....	221,430	2,975	122,500	6,535	6,117	13,037,920
Totals .....	13,908	179,780	359,236	770,472	83,957	2,961,563	44,398	3,112,475	117,557	119,938	116,723,595
By Railroad .....	13,908	179,134	351,335	770,465	83,955	2,878,517	44,337	3,082,925	113,922	117,221	116,723,595
“ River .....	.....	646	7,951	7	2	83,046	61	29,550	8,635	2,717	.....

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901—Continued.

THE CITY OF ST. LOUIS.

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Date—1901.	Hominy & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead, plgs.	H. & H. Coal cwt.	Lumber.		Malt, sacks.	Mdse. and Sundries.		Melons Cars.	Molasses.	
						Cars.	M ft.		Pkgs.	Cars.		Bbls.	Kgs.
January .....	9,763	81,205	7,235,360	106,069	7,800	4,718	27	20,665	3,101,950	18,614	.....	15,049	5,285
February .....	9,894	27,484	8,014,700	103,474	9,330	4,900	.....	17,810	2,901,110	17,360	.....	12,463	2,525
March .....	10,006	36,149	13,086,830	129,288	11,481	6,236	102	14,475	3,593,540	21,106	.....	13,587	2,560
April .....	7,910	46,705	9,289,525	144,442	11,512	6,552	116	12,000	3,440,580	20,871	.....	10,583	1,870
May .....	10,341	34,104	8,570,185	115,974	9,074	6,482	1,160	17,875	3,863,754	21,312	.....	8,954	1,996
June .....	6,805	22,431	8,797,790	83,610	13,238	6,295	295	11,232	3,352,062	20,001	7	9,335	2,720
July .....	5,611	63,445	7,201,330	108,725	15,810	6,141	298	12,029	3,221,096	20,133	241	7,837	2,965
August .....	5,854	30,949	8,026,700	89,451	14,340	5,790	226	12,970	3,339,970	21,246	532	7,831	3,874
September .....	6,780	50,023	6,459,080	66,292	6,230	5,780	295	8,365	3,327,135	22,092	66	12,660	6,429
October .....	7,680	25,054	6,181,726	85,368	8,890	5,956	256	3,225	11,960	24,468	.....	14,372	5,770
November .....	5,695	21,026	144,270	112,333	8,602	5,020	253	4,845	152,291	22,740	.....	11,460	4,590
December .....	5,825	17,449	8,648,005	98,930	8,240	4,409	105	4,527	104,535	20,915	.....	10,046	3,246
Total .....	91,614	406,024	98,655,501	1,243,956	124,047	68,339	3,133	189,518	39,350,748	250,858	846	133,177	43,832
By Railroad .....	84,160	406,024	97,856,190	1,240,410	124,047	68,339	.....	134,701	38,048,972	250,858	846	130,862	43,100
" River .....	7,454	.....	799,311	3,546	.....	.....	3,133	4,817	1,301,776	.....	.....	2,315	732

## TRADE AND COMMERCE OF

## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901—Continued.

Date—1901.	Nails, kegs.	Oats.		Oil Cake, tons.	Onions, pkgs.	Or'nges bxs. & bbls.	Ore, tons.		Pig Iron, tons.	Pork Product.		
		Sacks.	Bushels.				Iron.	Zinc.		B'd Pork bbls.	Hams, lbs.	Meats, lbs.
January . . .	59,752	98,792	638,550	830	16,746	121,809	98	2,660	11,262	1,245	4,859,170	32,263,740
February . .	52,202	73,699	501,700	125	11,845	152,282	817	3,141	8,343	1,422	3,097,100	18,650,200
March . . . .	51,665	76,598	511,610	262	10,065	119,980	20	3,511	11,418	1,748	3,936,985	16,634,030
April . . . . .	50,700	47,608	215,990	.....	8,000	81,220	28	3,417	11,782	526	3,881,695	18,434,980
May . . . . .	49,121	84,987	511,400	619	5,744	49,030	275	4,086	14,294	620	4,749,410	20,028,870
June . . . . .	54,480	83,777	385,995	120	7,443	36,883	357	4,303	11,747	1,421	5,600,513	20,047,479
July . . . . .	46,451	58,295	415,765	.....	8,824	9,625	115	4,215	10,300	800	6,822,220	18,609,215
August . . . .	55,312	112,574	979,185	.....	6,605	8,485	145	3,150	10,215	947	5,168,640	18,559,945
September .	53,775	52,819	508,275	110	9,395	3,345	55	3,920	11,035	1,080	6,618,995	21,974,920
October . . . .	58,261	65,939	449,385	160	10,615	4,780	100	4,375	13,975	425	6,423,618	19,982,805
November .	52,550	48,595	480,045	100	11,005	28,655	75	2,780	12,720	157	4,057,720	14,687,185
December .	49,946	54,670	621,640	55	8,425	62,432	420	2,580	12,605	125	3,114,305	17,380,215
Totals . .	634,215	858,353	6,219,540	1,881	114,712	678,536	2,005	42,138	139,696	10,526	58,825,371	237,203,084
By Railroad	612,936	756,561	6,219,540	1,881	111,947	678,536	2,005	42,138	139,696	9,636	57,757,728	234,513,600
" River . . .	21,279	101,792	.....	.....	2,765	.....	.....	.....	.....	890	567,643	2,689,484

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901.—Continued.

Date—1901.	Potatoes.		Rye.		Rice, pkgs.	Salt.			Sheep, head,	Sugar.		
	Pkgs.	Bus.	Sacks.	Bushels.		Sacks.	Bbls.	Bu. bulk.		Hhds.	Bbls.	Bags.
January . . .	36,543	69,130	.....	50,770	11,005	4,480	28,140	.....	1,450	.....	50,569	33,791
February . . .	38,485	51,720	.....	78,080	11,468	2,400	13,097	.....	448	.....	25,310	21,876
March . . . . .	31,087	24,780	.....	65,180	15,230	1,864	15,025	.....	201	.....	31,695	28,308
April . . . . .	22,210	27,230	.....	17,600	10,769	1,955	14,470	.....	8,559	.....	24,291	19,482
May . . . . .	18,155	33,090	.....	56,640	11,497	1,784	19,970	.....	6,154	.....	17,581	16,597
June . . . . .	117,088	111,745	.....	22,968	10,088	2,986	23,375	.....	21,981	.....	15,183	26,468
July . . . . .	84,710	90,985	325	19,985	4,890	1,870	21,877	4	21,537	.....	15,797	18,302
August . . . . .	20,505	31,995	5,284	100,450	7,610	2,140	22,497	11	8,218	.....	18,051	24,779
September . .	17,475	13,480	2,787	15,360	8,475	2,435	37,407	7	5,279	.....	23,995	36,185
October . . . .	23,563	48,625	215	2,790	16,025	6,210	50,940	.....	1,963	10	18,995	24,235
November . . .	26,630	94,415	.....	16,880	15,700	5,415	44,660	14	801	.....	19,625	31,920
December . . .	16,840	63,315	.....	25,075	20,190	6,770	33,875	8	885	303	27,645	42,115
Totals . . . .	453,241	660,410	8,564	471,248	142,947	40,309	322,833	44	77,476	313	288,737	324,008
By Railroad . .	440,321	660,410	7,552	471,248	140,182	39,955	309,881	44	76,225	313	272,695	310,100
“ River . . . .	13,010	.....	1,012	.....	2,765	354	12,952	.....	1,251	.....	16,042	13,908

## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901--Concluded.

Date, 1901.	Soap, bxs.	Sour Kraut, pkgs.	Tallow, lbs.	8 oz Ct	Tobacco, Manuf'd, lbs.	Wheat.		Whisky & High- Wines. bbls.	Wool, lbs.	White Lead lbs.	Zinc and Spelter, slabs.
						Sacks.	Bushels.				
January.	72,548	8,007	418,000	74	6,786,200	.....	1,409,790	10,984	922,800	4,804,400	149,735
February	76,756	3,927	600,100	65	6,813,200	.....	1,455,080	11,086	564,540	3,451,900	150,448
March...	82,555	3,498	406,500	105	6,156,260	.....	2,493,380	13,513	1,881,400	5,279,600	174,660
April....	82,486	2,349	868,500	103	7,828,770	.....	1,155,740	13,138	2,226,600	7,021,500	218,145
May.....	65,160	738	515,100	131	9,028,471	.....	1,355,815	12,315	2,302,080	6,651,200	214,745
June....	75,381	755	342,795	251	9,271,738	2,039	694,857	11,860	3,829,270	6,419,170	237,591
July....	78,470	870	363,345	154	5,977,980	757	2,264,905	10,385	3,024,485	5,056,265	218,555
August..	77,435	1,335	808,500	250	6,612,780	533	2,025,085	11,386	3,185,200	4,062,595	195,620
Sep'mb'r	87,530	12,250	1,198,480	86	7,806,875	1,150	1,758,550	11,896	1,797,990	4,670,280	152,915
October.	89,560	37,120	373,450	107	7,789,785	1,317	956,300	12,023	1,941,535	4,750,195	153,520
Novem'r.	79,170	23,835	1,162,800	238	7,869,740	2,530	652,545	12,701	3,812,100	4,555,505	161,620
Decem'r.	71,092	11,045	1,238,650	211	9,992,060	460	770,893	12,462	2,813,925	3,428,110	159,088
Totals.	938,143	105,829	8,289,220	1,775	90,932,879	8,786	16,992,890	143,729	27,811,375	59,670,720	2,186,647
By R. R..	920,984	105,829	8,289,220	1,774	90,705,735	8,336	15,164,646	140,328	27,308,975	58,238,745	2,186,647
" River	17,159	.....	.....	1	227,144	450	1,828,244	3,401	2,400	1,431,975	.....

## RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1901.

By Railroad, River, etc.	Apples, bbls.	Bag- ging, pes.	Ban- anas, cars.	Barley.		Butter, lbs.	Beans, shs. & bbls.	Barbed Wire, lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.	Horn and Shipstuf	
				Sacks.	Bushels.						Sacks.	Cars in blk.
.....	1,800	.....	.....	.....	2,250	184,510	1,750	.....	20,288,800	465	26,255	7
.....	48,967	.....	.....	1,487	5,000	4,314,010	3,890	.....	10,892,800	34,096	59,690	206
.....	570,875	.....	19	.....	.....	549,720	.....	.....	.....	1,480	57,845	1
.....	5,400	.....	6	.....	8,250	418,860	2,110	.....	56,767,400	16,505	26,545	14
.....	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	19,250	.....	.....	.....	.....	807,900	635	.....	.....	9,270	40,890	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75	.....	.....
B.R.	2,578	.....	.....	.....	.....	6,190	.....	25,000	.....	.....	9,595	4
.....	5,097	.....	811	.....	147,000	684,910	.....	.....	.....	13,020	12,970	.....
E.R.	20	.....	1	.....	.....	.....	160	100,000	.....	218,575	.....	.....
.....	7,825	100	55	.....	.....	4,710	.....	.....	.....	19,840	71,265	5
.....	11,970	.....	108	.....	.....	35,810	.....	.....	.....	2,215	.....	.....
.....	16,940	2,474	.....	.....	.....	53,290	1,400	2,314,000	.....	108,280	71,900	2
.....	7,090	.....	.....	.....	.....	432,040	700	196,000	.....	202,280	.....	.....
.....	8,588	.....	.....	108,750	.....	297,870	41,859	9,727,500	502,800	12,670	9,660	9
.....	31,080	15	.....	.....	.....	1,260	5,550	9,547,000	.....	474,155	.....	.....
.....	11,196	.....	.....	.....	.....	288,020	600	2,055,000	12,700	20,590	280	.....
.....	88,040	4,120	.....	.....	27,000	3,081,050	26,485	7,410,000	4,582,900	48,040	.....	.....
.....	10,175	.....	.....	.....	.....	.....	8,850	1,648,000	.....	805	.....	.....
R.....	600	.....	.....	.....	900,000	.....	.....	7,277,000	.....	800	8,785	.....
.....	600	.....	.....	.....	267,750	900,000	12,000	.....	.....	.....	1,100	5
.....	21,775	.....	.....	.....	579,500	1,741,900	1,950	.....	9,275,400	5,225	876,480	56
.....	60,004	.....	.....	.....	.....	5,500	.....	.....	.....	60	70	.....
.....	1,470	.....	.....	60	.....	89,910	90	.....	.....	.....	253	.....
.....	9,886	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	1,091	.....	.....	.....	.....	5,850	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	608,819	.....	.....	.....	809	.....	.....
Express .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	691,404	6,708	1,002	1,497	1,986,500	18,478,929	108,899	40,199,500	110,707,200	1,190,264	740,088	489



## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Cordage and Rope cords.	Cattle, head.	Castor Beans.		Cement,		Cheese, boxes.	Coal, tons.
			Sacks.	Bu. blk.	Sacks.	Bbls.		
.....	.....	18,881	.....	.....	4,220	675	30	150
.....	.....	188,827	.....	15,000	64,535	31,635	1,035	6,845
.....	.....	200,076	600	.....	.....	.....	.....	140
.....	.....	108,077	.....	.....	2,715	120	575	910
.....	.....	2,945	.....	.....	.....	.....	.....	.....
.....	.....	209,016	90	800	204,106	6,460	285	.....
.....	.....	4,685	.....	.....	.....	.....	5	150
.....	.....	79,646	.....	.....	.....	700	.....	300
.....	.....	31,434	124	3,400	91,090	19,540	6,250	4,200
.....	.....	.....	.....	.....	4,685	1,170	20	926,830
.....	.....	10,052	.....	.....	.....	525	.....	5,810
.....	.....	10,553	.....	.....	.....	.....	145	569,000
.....	.....	4,545	.....	600	408,240	58,245	80	779,880
.....	.....	4,243	200	.....	10,126	4,400	600	727,590
.....	.....	9,814	190	.....	14,785	8,670	13,205	614,800
.....	.....	4,127	200	.....	94,200	10,070	8,860	91,200
.....	.....	6,447	.....	600	15,835	4,935	1,240	211,610
.....	.....	2,967	.....	.....	71,405	8,395	700,945	391,035
.....	.....	2,344	.....	.....	7,160	400	.....	143,890
.....	.....	9,609	.....	.....	811,095	25,995	.....	20,985
.....	.....	4,820	.....	.....	1,850	5,900	2,105	961,840
.....	.....	29,605	800	.....	19,280	80	2,000	900
.....	.....	2,873	.....	.....	.....	.....	.....	410
.....	.....	7,849	.....	.....	.....	.....	.....	.....
.....	.....	1,798	.....	.....	.....	.....	.....	.....
.....	.....	248	.....	.....	.....	.....	.....	.....
.....	.....	169	.....	.....	.....	.....	.....	.....
.....	.....	15,802	.....	.....	.....	.....	.....	.....
.....	.....	989,881	1,604	24,900	1,977,985	176,805	612,780	4,407,690
Total.....	92,085							

Upper Mississippi River.....

Lower ".....

Missouri.....

Illinois.....

Ohio, Cumberland and Tenn. Rivers.....

Driven.....

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Coffee.		Corn.		Cornmeal bbls.	COTTON.		Cotton Seed, tons.
	Bcks.	Pkgs.	Bcks.	Bushels.		Local bales.	Through, bales.	
.....	715	470	.....	419,200	1,775	.....	.....	15
.....	7,745	545	12,996	1,688,000	104,820	136	.....	99
.....	1,240	210	.....	568,900	.....	46,617	89,768	.....
.....	8,875	225	454	1,261,200	8,005	26	.....	.....
R. ....	.....	.....	.....	8,003	.....	185,708	.....	.....
.....	880	80	9,860	880,800	4,873	.....	59,053	120
.....	.....	.....	.....	.....	.....	96,005	19,254	1,305
.....	52,655	.....	.....	.....	.....	110,768	842,611	1,465
.....	52,990	1,224	686	912,000	.....	14,070	638	.....
.....	15,860	2,686	.....	.....	.....	.....	.....	.....
.....	88,526	350	.....	2,400	480	1,096	8,247	15
.....	1,616	540	.....	.....	.....	8,404	64,855	.....
.....	28,525	1,755	.....	1,600	15,435	.....	.....	.....
.....	5,480	880	.....	14,400	.....	.....	.....	.....
.....	7,710	2,990	878	2,777,600	20	.....	.....	.....
.....	78,470	2,155	.....	106,400	.....	.....	.....	.....
.....	2,190	8,820	204	78,400	11,715	.....	.....	.....
.....	8,545	26,125	.....	1,932,400	60,180	.....	.....	.....
.....	20,265	68,780	.....	67,200	.....	.....	.....	.....
.....	.....	716	.....	2,024,000	.....	.....	.....	.....
.....	.....	.....	.....	8,588,400	190	.....	.....	.....
.....	1,890	539	8,000	4,802,000	47,775	65	.....	.....
.....	.....	.....	22,662	.....	.....	9,827	.....	.....
.....	.....	.....	8,084	.....	.....	.....	.....	.....
.....	.....	.....	22,886	16,000	.....	.....	.....	.....
.....	.....	.....	6,084	.....	.....	.....	.....	.....
.....	.....	.....	.....	500,000	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	874,675	158,840	86,904	20,616,800	249,050	828,612	584,515	2,990
Total .....	.....	.....	.....	.....	.....	.....	.....	.....

Vandalia & Terre Haute R.R.  
 Wabash R.R. (East)  
 R.R.  
 R.R.  
 Western R.R.  
 .....

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901--Continued.

By Railroad, River, etc	Cotton-Seed Meal, tons.	Coke, tons.	Dried Fruit, pkgs.	Eggs, pgs.	Flax Seed.		Fish, pkgs.	Flour, bbls.
					Sacks.	Bu. blk.		
.....	.....	.....	1,425	4,288	.....	.....	4,520	248,835
.....	80	40	78,125	208,272	108	116,400	.....	687,585
.....	80	.....	56,907	208,577	.....	2,400	1,000	178,815
.....	.....	.....	17,418	54,085	.....	.....	.....	278,275
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	591	.....	4,310	180,741	.....	5,100	.....	45,215
.....	5,287	.....	6	164	.....	.....	.....	.....
.....	11,854	186	18,908	49,042	.....	.....	.....	8,810
.....	541	2,252	8,387	6,887	.....	.....	.....	28,195
.....	.....	9,519	794	.....	.....	.....	1,250	.....
.....	1,405	24,888	8,777	5,908	.....	.....	.....	8,890
.....	2,085	100	28	8,414	.....	.....	.....	1,775
.....	.....	66,770	586	7,569	.....	.....	.....	27,880
.....	.....	88,270	18,062	8,811	.....	.....	6,475	1,990
.....	.....	1,125	1,659	1,483	.....	.....	12,475	30,370
.....	.....	13,945	1,520	10	.....	.....	1,065	1,525
.....	.....	49,667	47	529	.....	.....	515	18,410
.....	.....	701	5,067	21,818	.....	.....	66,480	15,085
.....	.....	10	.....	.....	.....	.....	.....	715
.....	.....	6,188	.....	35	.....	.....	.....	161,640
.....	.....	.....	.....	400	.....	600	.....	116,760
.....	.....	.....	19,825	17,941	.....	73,000	280	497,790
.....	.....	.....	31	5,571	.....	.....	.....	12,418
.....	.....	.....	8,020	27,820	.....	.....	.....	7,570
.....	18	.....	12	1,681	20	.....	.....	8,675
.....	.....	.....	12	2,646	.....	.....	.....	75
.....	.....	.....	157	1,111	.....	.....	.....	.....
.....	.....	.....	.....	168,088	.....	.....	.....	.....
.....	19,685	212,608	229,814	1,022,646	188	106,500	98,980	3,370,548

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Grease, lbs.	Glucose bbls.	High Wines & Whisky, bbls.	HAY.		Horses & Mules, head.	Hides, lbs.	Hogs, head.
				Local tons.	Through tons.			
.....	78,680	.....	170	805	275	4,144	9,626,820	69,928
.....	412,900	.....	50	10,745	17,480	12,025	9,442,890	280,280
.....	.....	.....	190	9,960	1,940	11,438	1,899,900	294,768
.....	72,700	.....	.....	10,370	1,125	24,040	28,285,880	288,085
.....	.....	.....	.....	40	.....	889	.....	13,588
.....	.....	.....	15	9,625	4,755	4,825	4,308,040	103,200
.....	.....	.....	.....	325	115	282	108,430	25,190
B. R. ....	.....	.....	.....	410	80	8,732	3,657,580	156,778
B. R. ....	804	804	9,625	6,225	66	9,848	281,260	104,504
.....	40,460	.....	40,460	19	.....	89	9,280	.....
.....	4,945	.....	4,945	190	48	9,625	94,440	56,910
.....	.....	.....	.....	80	30	735	883,080	40,882
.....	60,000	.....	22,710	615	.....	594	180,820	30,470
.....	.....	170	29,535	6,755	60	1,494	190,240	31,768
.....	.....	5,710	4,778	3,168	69	8,457	1,247,280	91,486
.....	.....	.....	78	11,965	4,560	2,369	1,800	29,477
.....	.....	876	6,783	11,285	4,540	3,214	31,890	16,301
.....	.....	1,768	715	29,730	30	4,285	126,020	38,712
B. R. ....	686,400	.....	2,425	18,600	11,170	478	.....	5,776
.....	.....	39,175	22,685	6,555	4,640	1,672	.....	69,988
.....	.....	.....	.....	27,440	4,680	9,569	27,000	77,054
B. R. ....	1,259,400	.....	185	28,380	2,780	31,465	7,509,950	200,508
.....	15,600	.....	.....	1,189	.....	1,404	44,150	15,652
.....	1,100	.....	.....	18	.....	708	247,460	56,858
.....	.....	.....	.....	74	.....	149	9,110	20,755
.....	.....	.....	.....	.....	.....	47	14,140	3,251
.....	.....	.....	.....	.....	.....	90	16,500	8,956
.....	.....	.....	.....	.....	.....	15,454	.....	21,008
Ohio, Camb. & Tennessee Rivers, Driven .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	2,457,700	49,480	145,225	198,142	87,980	149,716	53,008,080	3,286,945

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, Etc.	Hops, bales.	Iron & Steel, ton.	Jute, bales.	Lard, lbs.	Lead, pigs.	Leather, rolls.	Lam- ons, pigs.	Lumber.		Malt, shs.	Misc. & Sund's	
								Carr.	M feet.		Pigs.	Carr.
Chicago & Alton R.R., Mo. Div.	15	20	.....	11,676,700	22,020	250	845	62	.....	.....	213,300	2,885
Missouri Pacific R.R.	2,451	.....	.....	5,980,800	432,705	565	44,845	2,633	.....	.....	527,350	11,211
.....	.....	100	.....	24,300	216,470	20	8,745	924	.....	.....	246,058	8,115
.....	252	200	.....	16,481,300	5,470	1,895	3,960	574	.....	.....	741,650	7,004
R.	.....	.....	.....	.....	32,600	.....	.....	9	.....	.....	.....	1,924
.....	.....	.....	51,278	676,600	.....	.....	1,240	187	.....	.....	163,190	5,552
.....	.....	57	.....	.....	.....	.....	.....	7,785	.....	.....	6,310	598
R.	.....	.....	.....	.....	146,080	.....	19,180	56,414	.....	.....	801,759	22,746
.....	.....	9,858	.....	68,600	.....	8,080	520	18,245	.....	4,160	530,240	15,888
.....	.....	8,829	.....	6,600	.....	1,870	.....	83	.....	.....	162,770	4,155
.....	.....	8,018	.....	6,600	.....	176	10	2,020	.....	.....	222,760	6,484
.....	.....	.....	.....	14,880	.....	.....	12,240	18,924	.....	.....	78,770	4,496
.....	22	9,687	.....	600	.....	10,080	890	1,083	.....	.....	210,890	6,102
.....	200	10,181	.....	.....	.....	26,400	890	105	.....	.....	278,180	6,762
.....	146	17,106	.....	2,068,800	19,465	18,860	2,455	888	.....	15,740	507,410	13,860
.....	175	32,138	.....	.....	.....	9,780	4,140	199	.....	.....	1,545,840	14,815
.....	82	36,185	.....	48,800	885	7,615	896	245	.....	.....	1,846,090	12,659
.....	1,896	57,743	610	4,805,700	.....	44,805	9,570	1,204	.....	188,190	1,694,390	7,977
.....	76	56,742	.....	.....	.....	1,250	20,575	124	.....	15,975	461,840	4,708
.....	.....	21,847	.....	.....	7,080	27,265	810	1,164	.....	.....	265,300	5,861
.....	.....	.....	.....	129,000	.....	.....	22,410	501	.....	.....	272,890	8,859
R. R.	81	80	.....	18,682,600	250,590	515	.....	2,050	.....	.....	592,390	5,815
.....	.....	.....	.....	8,900	.....	.....	.....	.....	405	.....	64,520	.....
.....	.....	.....	.....	8,600	.....	.....	.....	.....	89,880	.....	277,080	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	58	.....	12,750	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	59	.....	8,440	.....
Ohio, Camb. & Tennessee Rivers	.....	.....	.....	.....	.....	.....	.....	.....	9,010	.....	82,880	.....
Total	5,343	271,932	51,668	55,878,880	1,800,265	183,680	162,270	111,987	69,352	178,985	10,862,040	167,014

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Molasses.		Mel- ons, Cars.	Nails, Kegs.	Oats.		Oatmeal.		Oils.		Onions.		
	Bbls.	Kegs.			Sacks.	Bushels	Sks.	Bbls.	C'ses	Bbls.	T'rs.	Sacks & bbls.	Cars bbl.
.....	.....	.....	1	.....	117	110,400	26	.....	.....	.....	.....	815	.....
.....	100	.....	99	.....	.....	69,800	.....	.....	800	1,325	81	805	1
.....	60	.....	66	.....	.....	89,600	.....	.....	.....	455	230	1,025	.....
.....	.....	.....	.....	.....	14	1,195,200	880	450	4,120	5,765	96	805	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	55	.....	53	.....	961	48,200	.....	.....	.....	785	232	565	.....
.....	.....	.....	278	.....	.....	.....	.....	.....	.....	865	197	.....	.....
.....	8,240	.....	806	400	.....	.....	.....	.....	.....	295	698	.....	.....
.....	8,780	.....	.....	18,945	.....	907,200	.....	.....	.....	295	698	.....	.....
R. R.	800	36	.....	840	.....	.....	.....	.....	.....	1,860	44	17,035	104
.....	1,830	25	86	88,120	29	.....	.....	.....	.....	.....	18	.....	.....
.....	17,110	100	11	.....	.....	.....	.....	.....	.....	60	.....	6,484	2
.....	15	.....	.....	75,225	.....	.....	.....	.....	.....	195	185	180	.....
.....	.....	.....	.....	21,440	.....	88,800	.....	.....	.....	705	4	480	44
.....	.....	26	.....	152,970	8,998	1,100,400	860	185	610	5,120	69	1,420	88
.....	.....	.....	.....	117,450	.....	94,800	.....	.....	.....	780	527	5,218	88
.....	.....	.....	.....	75,765	757	254,400	.....	.....	.....	6,160	1,087	2,140	61
.....	.....	.....	.....	57,125	1,040	1,569,600	.....	.....	.....	7,100	239	2,500	61
.....	120	.....	8	108,470	.....	150,000	.....	.....	.....	1,055	985	3,950	195
.....	.....	.....	.....	108,470	.....	150,000	.....	.....	.....	9,850	781	2,965	85
.....	830	.....	.....	19,920	.....	2,044,400	1,215	.....	.....	710	808	.....	.....
.....	20,880	1,750	.....	3,825	.....	2,199,600	.....	.....	.....	.....	2,608	207	.....
R. R.	45	10	8	305	2,650	4,288,800	30,915	200	.....	1,770	59	4,876	8
.....	.....	.....	.....	.....	6,739	.....	25	15	690	.....	.....	915	.....
.....	2,210	.....	104	.....	104	.....	.....	.....	.....	10	.....	3,445	.....
.....	.....	.....	.....	.....	83	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers. Wagon.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	54,980	1,940	1,380	698,200	16,428	15,648,000	23,920	3,409,54,610	40,026	8,428	55,783	550	.....

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, Etc.	Oranges bxs. & bbls.	Ore.		Pig Iron, tons.	Poltrics and Furn. Pkgs.	Pork Product.			Potatoes.	
		Iron, tons.	Zinc, tons.			Bld Pk't. bbls.	Hams, lbs.	Meats, lbs.	Sacks & bbls.	Care Bulk.
	4,455	.....	44	.....	.....	156	1,355,700	41,321,100	1,690	36
	72,525	12,747	17,511	3,907	9,574	830	2,590,400	29,883,900	4,790	37
	61,290	1,481	22,125	17,639	522	.....	1,012,000	1,351,000	2,645	251
	15,925	.....	62	60	18,885	1,460	3,775,900	97,265,600	15,480	20
	.....	.....	.....	.....	1,366	.....	433,200	.....	4,096	.....
	28,335	.....	.....	.....	6	.....	.....	.....	470	10
	.....	.....	.....	.....	890	.....	.....	.....	96,435	12
	321,305	50,162	53	27,338	.....	.....	.....	52,000	36,435	168
	2,800	.....	.....	46,203	.....	.....	.....	566,800	36,435	736
	.....	.....	.....	296	.....	.....	.....	.....	165	.....
	3,900	.....	.....	46,340	269	.....	1,000	28,300	6,692	9
	22,223	1,115	.....	19,687	5	.....	900	4,000	17,000	.....
	15	.....	.....	13,379	313	.....	.....	4,800	8,690	10
	.....	.....	.....	3,411	1,640	.....	.....	.....	6,800	55
	2,165	3,688	57	63	.....	100	186,400	16,704,500	17,640	485
	.....	.....	.....	1,420	.....	.....	.....	.....	8,690	168
	.....	.....	.....	849	6	.....	80,400	752,500	21,561	417
	180	6,038	.....	3,186	40	9,330	.....	14,898,300	38,745	1,329
	.....	.....	.....	7,246	.....	.....	.....	.....	2,025	280
	.....	.....	.....	210	.....	500	.....	951,300	760	86
	.....	.....	.....	80	.....	.....	.....	8,550,000	.....	100
	91,820	.....	261	19	874	1,116	2,426,200	112,414,100	15,765	208
	.....	.....	.....	.....	907	18	.....	.....	1,034	.....
	.....	.....	.....	.....	906	.....	.....	.....	10,892	.....
	.....	.....	.....	.....	23	.....	.....	.....	267	.....
	.....	.....	.....	.....	57	.....	.....	.....	572	.....
	.....	.....	.....	1,300	153	.....	.....	.....	.....	.....
Ohio, Camb. & Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	746,870	78,036	40,173	196,943	55,094	4,028	19,941,900	524,29,4000	307,606	4,836





## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901--Continued.

By Railroad, River, etc.	Sheep, head.	Staves. M. Cars.	Sugar.		Shin. ghee. M.	Tallow, lbs.	Tar and Pitch. bbls.	Tobacco.	
			Hbds.	Bags.				Hbds.	M'n Moot'd. Pounds.
.....	17,549	5	.....	.....	45,555	355,800	.....	5	2,400
.....	25,990	84	.....	.....	230	2,036,900	.....	1	12,600
.....	105,523	88	.....	.....	8,186	188,260	.....	.....	8,800
.....	101,690	7	.....	.....	.....	2,450,100	.....	.....	66,370
.....	8,250	.....	.....	.....	.....	.....	.....	.....	.....
.....	38,558	1,019	.....	.....	.....	467,760	.....	.....	58,588
.....	1,506	1,681	.....	.....	.....	400	.....	.....	7,500
.....	29,685	1,538	.....	.....	2,540	122,800	.....	.....	.....
.....	16,970	6	.....	.....	.....	208,500	.....	.....	19,130
.....	.....	142	.....	.....	.....	75,100	.....	.....	4,031,070
.....	12,086	755	.....	.....	.....	45,500	.....	.....	143,880
.....	9,233	191	.....	.....	.....	33,900	.....	.....	600
.....	12,164	225	.....	.....	.....	25,100	.....	.....	2,388,480
.....	11,021	14	.....	.....	.....	129,900	.....	.....	2,145,700
.....	8,748	46	.....	.....	.....	536,200	.....	.....	59,400
.....	5,000	16	.....	.....	.....	1,800	.....	.....	549,380
.....	7,565	78	.....	.....	.....	14,800	.....	.....	2,577,740
.....	1,555	49	.....	.....	109	330,200	.....	.....	109,600
.....	2,899	.....	.....	.....	.....	.....	.....	.....	1,800
.....	7,553	1	.....	.....	.....	38,800	.....	.....	.....
.....	5,753	.....	.....	.....	67,880	.....	.....	.....	.....
.....	95,112	.....	.....	.....	27,633	5,527,600	.....	.....	1,143,730
.....	3,880	.....	.....	.....	.....	328,400	.....	.....	5,060
.....	6,267	1065	.....	.....	.....	194,700	.....	.....	10,000
.....	2,360	.....	.....	.....	.....	24,700	.....	.....	.....
.....	27	.....	.....	.....	.....	7,700	.....	.....	.....
.....	.....	.....	.....	.....	.....	8,100	.....	.....	.....
.....	3,522	.....	.....	.....	.....	.....	.....	.....	.....
.....	564,115	1065	265	465,243	167,486	11,144,450	6,596	52,127	14,893,940
Total.....	.....	5,751	465,243	564,516	167,486	11,144,450	6,596	52,127	14,893,940

Illinois  
Missouri  
Ohio, Camb. & Tenn. Rivers.  
Driven.....

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Turpentine.		Tin, box.	Tea, chests	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc & Spelter, slabs.
	Bbls.	Tanks.			Sacks.	Bushels.	Barrels.	Bxs & Cas.		
Upper Mississippi River.....	.....	.....	.....	160	.....	512,800	86	140	1,181,650	1,080
Lower ".....	.....	.....	.....	.....	86,071	6,229,600	8,410	1,675	7,329,480	1,288,260
Illinois ".....	.....	.....	.....	1,889	.....	3,581,800	1,540	15	2,124,680	627,120
Missouri ".....	.....	.....	.....	.....	207	686,800	589	1,015	8,166,200	490
Ohio, Cumb. & Tenn. Rivers.....	.....	.....	.....	.....	.....	840,800	.....	.....	.....	.....
Wagon.....	.....	.....	.....	.....	100,719	824,800	426	645	687,200	26,405
	184	.....	.....	.....	11,061	108,800	.....	60	26,660	.....
	.....	.....	.....	.....	440	419,800	2,510	75	520,880	.....
	.....	.....	.....	.....	1,606	884,800	.....	.....	1,126,710	.....
	.....	.....	140	.....	.....	1,800	55	84,480	.....	.....
	.....	.....	.....	.....	28	15,800	160	1,775	27,490	.....
	98	.....	.....	.....	78	114,400	10	5	58,930	.....
	.....	.....	.....	.....	.....	82,800	2,280	11,310	58,820	.....
	.....	.....	8,980	.....	.....	26,600	155	24,805	211,870	.....
	.....	.....	.....	.....	.....	242,400	1,580	785	864,170	940
	.....	.....	82,145	.....	.....	52,400	6,015	7,885	184,700	.....
	.....	.....	.....	.....	.....	27,200	1,085	10,540	82,860	.....
	.....	.....	2,680	.....	418	68,800	645	1,545	882,880	.....
	1	.....	49,110	1,201	.....	88,400	76	.....	20,000	.....
	.....	.....	.....	.....	1,000	540,800	.....	.....	40,980	.....
	.....	.....	.....	.....	.....	1,184,800	.....	.....	75,800	.....
	.....	.....	.....	5,680	.....	2,666,800	.....	.....	7,869,960	.....
	.....	.....	.....	.....	44,400	.....	516	355	149,980	.....
	.....	.....	.....	.....	112,804	.....	50	180	149,680	.....
	.....	.....	.....	.....	576,885	.....	5	28	9,600	.....
	.....	.....	.....	.....	61,748	.....	.....	.....	24,080	.....
	.....	.....	.....	.....	27,069	.....	.....	.....	10,200	.....
	.....	.....	.....	.....	81	450,480	.....	.....	.....	.....
Total.....	277	268	69,500	21,246	1,023,922	10,539,220	29,760	96,.....	20,677,110	2,028,595

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901.

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolls.	Bananas, Cars.	BARLEY.		Butter, lbs.	Beans, pkgs.	Beef, bbls. and lbs.	Barbed Wire, lbs.	Canned Beef, lbs.
					Sacks.	Bush.					
Chicago & Alton R. R., Mo. Div .....	180	20,886	.....	.....	.....	880	.....	661	.....	3,204,070	.....
Missouri Pacific R. R. ....	5,075	702,260	1,235	97	.....	.....	88,400	5,618	.....	14,875,970	50,400
St. Louis & San Francisco R. R. ....	11,475	300,320	28,750	22	.....	.....	.....	53,485	.....	17,255,700	64,000
Wabash R. R. (West.) .....	3,415	202,200	7,865	121	.....	.....	52,500	16,100	.....	941,950	.....
St. L., Kansas City & Colo. R. R. ....	.....	9,400	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R. ....	3,025	139,870	18,889	.....	.....	.....	800	11,784	75	6,242,595	184,860
St. Louis Southwestern Ry. ....	5,721	14,175	38,950	.....	.....	.....	52,960	8,579	5	882,450	2,200
St. L., Iron Moun. & Southern R. R. ....	71,690	1,354,985	241,889	.....	.....	.....	1,261,970	82,984	.....	8,708,310	187,580
Illinois Central .....	66,702	211,878	33,922	5	100	8,820	878,950	56,555	1,621	1,154,420	170,810
Louisville, Henderson & St. Louis R. R.	55	39,110	.....	.....	.....	43,965	.....	50	.....	.....	79,600
Louisville & Nashville R. R. ....	11,190	50,235	5	.....	.....	2,965	7,860	1,805	.....	.....	122,740
Mobile & Ohio R. R. ....	5,946	99,455	2,268	.....	.....	.....	15,360	480	.....	4,000	288,600
Southern Railway .....	245	79,660	5	.....	.....	82,405	68,850	550	.....	13,850	476,850
Balt. & Ohio S. W. R. R. ....	12,914	53,630	.....	.....	810	3,825	810,850	2,660	15	318,960	48,700
Chicago & Alton R. R. ....	35,948	251,395	.....	.....	950	.....	26,800	1,864	.....	300,050	.....
O. O. C. & St. L. R. R. ....	40,825	60,160	250	.....	.....	.....	6,440	1,160	74	95,100	65,000
Vandalia R. R. ....	41,240	109,353	209	3	.....	.....	98,800	6,086	.....	11,800	25,000
Wabash R. R. (East) .....	161,535	227,990	.....	1	.....	.....	8,269,965	3,571	10	854,000	82,950
Toledo, St. Louis & Western R. R. ....	51,130	75,490	.....	.....	.....	.....	53,600	370	860	.....	759,200
Chicago, Peoria & St. Louis R. R. ....	8,955	56,035	180	5	.....	.....	.....	.....	.....	.....	.....
Chl., Burl. & Quincy R. R. ....	45,435	92,940	25	889	.....	.....	20,000	.....	.....	.....	.....
St. L., Keokuk & Northwestern R. R.	45,285	373,964	6,547	129	.....	.....	13,100	1,683	.....	4,408,655	16,200
Total by Railroad .....	627,983	4,525,263	875,889	1,252	1,860	87,850	6,170,705	210,875	2,680	57,768,845	2,419,140
By River .....	1,808	42,608	5,294	.....	219	.....	81,509	8,484	500	1,218,985	.....
Total by Rail and River .....	629,292	4,567,869	881,183	1,252	2,079	87,850	6,202,214	219,809	3,180	58,980,780	2,419,140

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901--Continued.

BY RAILROAD & RIVER	Fresh Beef, Pounds.	Boots and Shoes. Cases.	BEAN.		Cattle, head.	Castor Beans, Bu. blk.	Cheese, boxes.	Coal, tons.	COFFEE.		CORN.	
			Sacks.	Cars, blk.					Sacks.	Pkgs.	Sacks.	Bushels.
Ohl. & Alton R. R., Mo. Div.	30,000	16,630	470	4	1,498	.....	87	3,247	2,332	1,643	400	4,080
Missouri Pacific R.R.....	41,700	74,338	29,615	1	3,819	.....	9,214	67,447	35,670	9,085	140	157,960
St. L. & San Francisco R.R.	.....	812,515	5,450	1	1,915	.....	12,555	885,565	3,790	68,775	.....	738,080
Wabash R.R. (West).....	.....	62,875	1,745	.....	23,843	.....	15,615	102,575	23,330	9,280	501	113,310
St. L., K. O. & Col. R. R.....	.....	.....	.....	2	185	.....	.....	25,111	80	.....	.....	19,500
Mo., Kansas & Texas R. R...	508,650	58,434	24,125	2	2,390	.....	16,453	13,130	20,389	15,880	81,417	684,130
St. Louis Southwestern R.R.	49,959	28,564	4,410	2	26	.....	22,768	45	4,361	2,860	123,234	212,200
St. L., Iron Mount. & S. R.R.	2,814,465	126,637	40,500	535	4,080	.....	126,819	261,570	16,530	50,912	18,795	1,331,085
Illinois Central R.R.....	18,096,870	147,891	49,155	2	6,816	75	33,302	7,104	25,591	33,835	267,217	1,965,870
Louisv., Hend. & St. L. R.R.	6,063,690	9,626	760	9	.....	.....	45	2,090	840	1,161	183	2,095,775
Louisville & Nashville R.R.	6,048,715	56,696	44,005	127	5,167	.....	8,235	45	4,667	5,650	81,814	1,533,180
Mobile & Ohio	304,665	18,462	35,195	.....	2,062	.....	35,426	40	2,741	1,988	336,943	2,455,780
Southern Railroad.....	29,250	18,236	5,180	.....	3,160	5	40	35	2,003	810	26,840	1,420,895
Balt & Ohio S. W. Railroad	10,926,225	11,885	8,270	4	11,367	.....	4,790	.....	9,385	5,242	820	898,870
Chicago & Alton	76,884,460	17,452	79,155	237	82,054	.....	162	1,965	1,642	2,057	720	6,890
C., O., C. & St. L.	53,730,700	13,782	5,390	6	33,561	.....	127	.....	1,545	390	.....	279,795
Vandalia R.R.....	42,054,520	22,640	19,660	219	36,101	.....	1,948	167	5,290	7,185	.....	275,695
Wabash R. R. (East).....	59,673,420	12,462	111,715	229	24,812	10	2,466	50	14,441	215	.....	29,465
Tol., St. L. & Western R.R.	70,787,980	2,278	131,565	64	8,499	.....	.....	.....	10	50	4,835	146,735
Chicago, Peoria & St. L. R.R.	.....	20	205,645	58	13,400	.....	.....	.....	.....	.....	50	6,125
Chl., Burl. & Quincy R.R...	28,700	.....	.....	.....	4,647	.....	120	51,255	1,385	1,817	.....	4,980
St. L., Keokuk & N. W. R.R.	195,260	42,333	.....	.....	2,157	.....	3,777	84,701	14,207	20,774	200	37,480
Total by Railroad.....	848,169,170	1,049,298	806,070	1,553	249,938	90	292,978	926,142	200,244	289,074	892,159	14,407,210
By River .....	278,860	21,657	35,695	.....	2,751	125	7,045	10,123	14,007	40	33,088	535,705
Total by Rail and River.	848,443,030	1,070,950	841,665	1,553	252,749	215	300,023	936,265	214,251	289,114	925,247	14,942,915

THE CITY OF ST. LOUIS.

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901--Continued.

BY RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed, Bu. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.
Chicago & Alton R.R., Mo. Div.....	.....	759	15	40	6,522	.....	.....	989	160	.....
Missouri Pacific " .....	9,425	100	2,105	42,180	6,875	70	.....	19,020	50	.....
St. Louis & San Francisco R.R.....	800	.....	.....	5,775	600	.....	.....	7,280	856	1,362,400
Wabash R. R. (West).....	.....	.....	15	14,015	14,675	.....	.....	2,550	25	.....
St. L., Kansas City & Colo. R. R.....	.....	.....	.....	.....	.....	.....	.....	820	40	.....
Mo., Kansas & Texas R. R. ....	2,510	100	20	17,597	18,499	85	.....	15,006	.....	.....
St. Louis Southwestern Ry.....	980	.....	...	2,905	2,674	.....	.....	81,269	80	82,100
St. Louis, I. M. & S. Ry.....	115,297	55	45	86,817	88,024	1,200	.....	280,544	6,288	.....
Illinois Central R. R. ....	129,590	83,889	45	21,200	116,262	21,990	.....	406,794	12,277	680,275
Louis, Hend. & St. L. R. R.....	250	1,980	200	.....	4,975	.....	...	812,128	4,220	.....
Louisville & Nashville R.R.....	240	6,462	....	110	7,240	1,780	.....	83,142	8,798	.....
Mobile & Ohio " .....	98,260	114	....	.....	5,271	.....	.....	205,882	761	.....
Southern Railroad.....	1,580	22,805	25	1,070	8,850	540	540	871,115	4,887	154,750
Balt. & Ohio S. W. R. R.....	.....	50,421	875	625	27,335	253,885	.....	55,330	1,878	.....
Chicago & Alton " .....	.....	208,537	405	560	1,819	22,925	71,600	164,427	4,201	78,700
C., C., C. & St. L. " .....	.....	141,281	415	50	21,550	47,700	.....	304,845	2,719	875,500
Vandalia & Terre Haute R. R.....	.....	50,324	815	1,467	12,685	11,155	.....	81,062	375	.....
Wabash R. R. (East.).....	.....	103,071	2,700	1,480	85,080	884,790	.....	70,880	120	828,200
Toledo, St. Louis & Western R.R.....	.....	196,626	4,118	.....	13,000	18,785	10,750	896,143	1,546	121,000
Chicago, Peoria & St. Louis R.R.....	.....	142,978	580	.....	1,980	.....	.....	56,314	188	.....
Chl., Burl. & Quincy R. R.....	.....	19,488	695	.....	.....	8,160	1,065	2,680	....	.....
St. Louis, Keokuk & N. W. R. R.....	280	8,861	1,900	88,863	9,529	.....	.....	2,897	....	.....
Total by Railroad.....	298,642	978,776	18,908	179,134	851,885	770,465	88,955	2,878,517	44,887	8,082,925
By River .....	50,082	61	....	646	7,951	7	2	88,046	61	29,550
Total by Rail and River.....	848,674	973,897	18,908	179,780	859,286	770,472	88,957	2,961,563	44,898	8,112,475

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901--Continued.

BY RAILROAD AND RIVER.	Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hornly & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead, Pigs.	Lemons, boxes.	Lumber Cars.	Lumber M feet.	Malt. Sacks.
Chicago & Alton R.R., Mo. Div .....	25	326	34,500	.....	.....	26,600	.....	.....	366	.....	800
Missouri Pacific " .....	6,846	661	400	890	104	4,554,910	800	2,497	14,199	.....	760
St. Louis & San Francisco R.R. ....	8,660	1,890	.....	2,265	.....	1,045,800	.....	1,850	478	.....	17,800
Wabash R. R. (West).....	480	674	277,500	... ..	3,328	116,906	.....	16,126	4,808	.....	11,645
St. L., K. C. & Col. R. R.....	1,524	24	.....	.....	.....	.....	.....	.....	621	.....	.....
Missouri, Kansas & Texas R. R.....	433	298	87,000	2,007	488	528,900	.....	6,504	1,129	.....	6,690
St. Louis Southwestern Ry .....	508	27	400	684	.....	868,145	50	198	7	.....	4,860
St. L., Iron Mount. & Southern R.R....	26,914	5,198	975,100	14,828	.....	12,248,400	4,465	20,089	226	.....	25,662
Illinois Central R. R .....	18,615	29,545	9,117,975	49,665	2,283	12,096,440	16,974	24,818	1,878	... ..	4,970
Louisville, Henderson & St. L. R. R.	454	460	2,900,815	.....	.....	6,188,680	20,045	.....	14	.....	11,670
Louisville & Nashville R.R.....	34,069	16,901	4,327,180	540	77	2,258,970	4,198	485	101	.....	2,810
Mobile & Ohio " .....	10,560	6,808	67,000	11,617	155	1,166,170	.....	48	10	.....	8,786
Southern Railway .....	3,899	1,878	8,925,695	1,065	7,213	16,749,985	91,405	885	881	.....	5,870
Balt. & Ohio S. W. R. R .....	143	3,880	4,348,915	40	29,668	4,621,430	85,290	17,805	1,405	.....	2,115
Chicago & Alton " .....	823	2,656	9,896,085	.....	4,909	5,798,515	29,400	620	4,007	.....	2,420
C., C., C. & St. L. " .....	1,099	12,599	3,632,960	.....	94,052	8,966,050	244,810	9,392	2,657	.....	.....
Vandalia .....	1,552	16,441	8,484,846	400	192,659	1,438,705	106,880	10,886	5,946	.....	6,644
Wabash R. R. (East).....	869	7,477	51,682,125	.....	7,651	16,919,825	185,250	8,787	12,899	.....	.....
Toledo, St. L. & Western R. R.....	68	1,560	10,546,500	.....	54,919	7,502,285	487,194	.....	3,097	.....	5,905
Chicago, Peoria & St. Louis R. R.....	1,621	482	1,778,100	.....	1,645	.....	68,814	396	8,757	.....	.....
Chicago, Burl. & Quincy R. R.....	760	5,509	54,500	.....	6,262	.....	.....	4,645	4,562	.....	.....
St. Louis, Keokuk & N. W. R. R .....	10	2,590	96,000	199	616	280,625	840	4,662	5,296	.....	15,805
Total by Railroad.....	118,922	117,221	116,728,596	84,160	408,024	97,856,190	1,240,410	194,047	66,889	.....	184,701
By River .....	8,635	2,717	.....	7,454	.....	799,811	8,546	....	.....	3,188	4,817
Total by Rail and River.....	117,557	119,938	116,723,596	91,614	408,024	98,655,501	1,248,956	124,047	68,889	3,188	189,518

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

BY RAILROAD AND RIVER.	MDSE. & SUNDS.		Mel- ons. Cars.	MOLASSES.		Nails, kegs.	OATS.		Oil Cake. Tons.	Onions, pkgs.	Oranges, boxes & bbls.	ORE—Tons.	
	Packages.	Cars.		Bbls.	Kegs.		Sacks.	Busbels.				Iron.	Zinc.
Chicago & Alton R. R., Mo. Div .....	820,695	8,052	.....	242	112	9,873	.....	.....	....	2,065	.....	.....	.....
Missouri Pacific " .....	4,159,200	22,529	118	871	145	181,311	.....	888,026	....	4,077	1,752	85	.....
St. Louis & San Francisco R. R. ....	2,877,105	40,618	4	21,000	120	108,828	1,085	205,485	....	13,475	21,760	.....	.....
Wabash R. R. (West) .....	7,411,100	25,904	89	5,620	6,525	23,090	465	45,980	....	7,575	8,000	.....	.....
St. Louis, Kansas City & Colorado R. R. ....	.....	2,624	.....	.....	.....	.....	.....	58,240	....	.....	.....	178	.....
Mo., Kansas & Texas R. R. ....	2,017,590	19,663	1	6,887	7,405	45,288	102,616	535,605	....	3,870	2,097	.....	.....
St. Louis Southwestern Ry. ....	689,468	4,328	.....	1,545	2,420	18,410	131,488	148,985	....	7,548	884	15	.....
St. L., Iron Mountain & Southern R. R. ....	2,866,745	32,810	7	16,306	2,362	82,886	18,198	1,538,585	....	81,023	15,847	.....	.....
Illinois Central .....	6,952,945	8,390	114	42,229	18,859	65,477	204,612	1,024,835	20	27,939	38,459	.....	32,929
Louisv., Henderson & St. Louis R. R. ....	91,062	1,719	.....	855	65	85	.....	105,290	112	.....	.....	.....	80
Louisville & Nashville R. R. ....	921,760	7,552	2	4,976	70	3,215	42,274	836,980	....	1,220	11,450	652	59
Mobile & Ohio R. R. ....	50,250	999	.....	155	892	6,973	245,923	915,625	....	1,698	85	.....	.....
Southern Railway .....	743,795	7,834	4	4,189	895	3,695	7,580	229,785	439	450	2,470	.....	565
Balt. & Ohio S. W. R. R. ....	48,123	5,116	16	700	1,155	5,095	1,080	15,560	80	3,665	162,555	20	.....
Chicago & Alton R. R. ....	481,410	7,139	83	3,161	112	4,802	.....	4,385	....	90	14,070	28	165
C. C. O. & St. Louis R. R. ....	619,620	3,429	22	455	45	1,695	.....	14,710	1,280	860	169,395	.....	.....
Vandalia R. R. ....	1,452,189	5,124	55	1,481	836	4,909	985	20,885	....	390	122,262	120	2,788
Wabash R. R. (East) .....	2,125,960	15,942	262	870	2,875	15,269	.....	11,080	....	1,412	104,185	.....	25
Toledo, St. Louis & Western R. R. ....	427,195	3,717	47	.....	.....	900	.....	6,075	....	200	.....	547	3,797
Chicago, Peoria & St. Louis R. R. ....	306,945	6,548	15	.....	.....	.....	.....	1,060	....	.....	800	.....	.....
Chi., Burl. & Quincy R. R. ....	463,065	7,481	20	15,682	2,400	5,200	.....	985	....	400	9,700	860	1,880
St. Louis, Keokuk & N. W. R. R. ....	3,042,750	18,385	87	4,639	1,648	36,985	263	.....	....	4,955	6,845	.....	.....
Total by Railroad .....	88,048,972	250,858	846	130,862	43,100	612,986	756,561	6,219,540	1,881	111,847	678,586	2,005	42,188
By River .....	1,301,776	.....	.....	2,315	782	21,279	101,792	.....	....	2,765	.....	.....	.....
Total by Rail and River .....	89,350,748	250,858	846	133,177	43,882	634,215	858,353	6,219,540	1,881	114,712	678,586	2,005	42,188

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

BY RAILROAD AND RIVER.	Pig Iron, tons.	PORK PRODUCT.			POTATOES.		EYE.		Rice, pkgs.
		B'd Pork bbls.	Hams, pounds.	Meats, pounds.	Pkgs.	Bush.	Sacks.	Bush.	
Chicago & Alton R.R., Mo. Div .....	1,448	.....	175,000	80,000	885	1,115	.....	8,805	772
Missouri Pacific " .....	27,874	438	899,050	758,645	4,688	53,810	.....	.....	6,840
St. Louis & San Francisco R.R.....	7,160	.....	24,000	2,596,050	42,980	.....	.....	21,510	2,855
Wabash R. R. (West.).....	2,080	.....	814,000	2,800	28,880	12,655	55	14,080	12,025
St. Louis, Kansas City & Colorado R. R.....	.....	.....	.....	.....	.....	8,600	.....	.....	.....
Missouri, Kansas & Texas R. R.....	3,188	27	278,895	658,870	7,587	19,585	1,655	88,985	5,445
St. Louis Southwestern R. R.....	1,000	.....	287,720	1,140,880	21,685	18,190	492	.....	225
St. Louis & Iron Mountain R. R.....	1,880	1,011	8,611,980	26,207,145	50,522	198,785	495	1,905	8,880
Illinois Central R. R.....	1,934	6,301	5,264,870	90,840,925	72,851	87,855	8,840	26,280	48,005
Louisville, Henderson & St. Louis R. R..	20	.....	847,740	5,680,900	40	1,000	10	171,480	5
Louisville & Nashville R.R.....	1,289	4	1,283,910	16,986,485	4,185	41,470	280	28,485	255
Mobile & Ohio " .....	.....	110	909,680	7,061,210	14,114	4,630	800	585	542
Southern Railway.....	2,825	200	8,203,148	9,987,680	1,000	6,985	40	114,685	840
Balt. & Ohio S. W. Railroad.....	880	95	8,056,600	2,054,470	15,950	7,270	150	15,420	8,805
Chicago & Alton " .....	16,455	265	4,277,100	10,635,250	19,400	9,785	.....	.....	6,785
C., O., C. & St. L. " .....	539	275	10,804,480	8,397,100	6,404	20,445	.....	24,765	6,710
Vandalia. ....	250	800	7,480,050	2,940,270	51,881	29,845	15	5,818	10,556
Wabash R. R. (East.) .....	380	10	11,488,945	5,888,440	65,680	110,865	.....	45	10,501
Toledo, St. L. & Western R. R .....	451	100	4,101,680	47,022,680	14,544	1,915	.....	.....	480
Chicago, Peoria & St. Louis R. R.....	9,818	.....	.....	24,000	1,295	5,145	.....	.....	.....
Chicago, Burl. & Quincy R.R.....	55,050	500	.....	912,000	780	19,925	.....	2,585	8,108
St. Louis, Keokuk & Northwestern R.R..	6,165	.....	.....	288,800	6,100	6,685	210	5,485	8,000
Total by Railroad.....	159,696	9,636	57,757,728	284,518,600	440,231	660,410	7,552	471,248	140,182
By River.....	.....	890	567,643	2,689,484	13,010	.....	1,012	.....	2,785
Total by Rail and River.....	159,696	10,526	58,325,371	287,208,084	453,241	660,410	8,564	471,248	142,967



## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

BY RAILROAD AND RIVER	SALT.		SHEEP.		SUGAR.			Soap, bxs.	Sour- kraut, pkgs.	Tallow, lbs.	To bac- co, bbls.
	Sacks.	Bbls.	Bu. bbl.	head	Hhds.	Bbls.	Bags.				
Chicago & Alton R.R., Mo. Division.....	260	1,185	.....	128	.....	1,645	881	22,651	.....	.....	6
Missouri Pacific " .....	.....	58,872	.....	982	.....	20,510	11,260	176,085	9,980	.....	.....
St. Louis & San Francisco R.R.....	.....	69,450	.....	436	.....	1,955	78,260	79,980	10,635	.....	.....
Wabash R. R. (West).....	20	16,195	16	1,510	.....	19,955	23,555	19,520	4,000	.....	10
St. Louis, Kansas City & Colo. R. R.....	.....	720	6	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	8,845	64,474	1	442	.....	16,438	20,267	57,779	15,558	555,581	64
St. Louis Southwestern Ry.....	6,740	17,535	1	.....	.....	3,542	700	20,522	15,701	.....	.....
St. Louis, Iron Mountain & Southern R. R.	9,990	25,125	5	1,889	.....	12,779	9,949	207,078	28,484	25,009	108
Illinois Central R. R.....	19,290	33,365	6	5,131	.....	40,204	81,727	77,150	8,721	1,578,666	.....
Louisville, Henderson & St. Louis R. R.	50	110	.....	.....	.....	10	25	17,080	680	51,500	51
Louisville & Nashville R.R.....	80	150	.....	2,466	.....	8,690	2,420	9,717	8,465	262,935	1
Mobile & Ohio " .....	515	6,410	2	908	10	8,855	978	15,058	80	420	.....
Southern R.R.....	.....	920	1	209	.....	1,695	1,020	26,115	820	1,225,300	308
Balt. & Ohio S. W. " .....	150	605	.....	2,292	.....	5,127	4,840	10,665	650	459,860	171
Chicago & Alton " .....	.....	1,540	.....	38,904	.....	9,760	2,481	16,184	.....	2,470,860	199
C, C., C. & St. Louis R. R.....	20	290	.....	8,548	.....	2,110	1,126	2,602	.....	90,000	.....
Vandalia & Terre Haute " .....	.....	16,90	.....	4,778	.....	7,292	1,260	12,205	145	369,000	.....
Wabash R. R. (East) .....	10	9,080	2	12,648	.....	20,791	955	27,786	2,962	419,000	263
Toledo, St. Louis & Western R. R.....	.....	.....	.....	598	.....	.....	.....	560	.....	1,507,200	.....
Chicago, Peoria & St. Louis R. R.....	.....	260	.....	1,288	.....	1,905	1,900	1,808	.....	.....	.....
Chicago, Burl. & Quincy R. R.....	200	100	.....	1,272	.....	54,815	19,026	.....	.....	.....	404
St. Louis, Keokuk & Northwestern R.R.	386	3,866	.....	1,286	808	46,427	104,974	121,062	10,189	25,000	147
.....	39,955	303,801	44	76,225	818	272,635	510,100	920,984	106,529	8,289,320	1,774
.....	354	12,352	.....	1,251	.....	16,042	18,908	17,169	.....	.....	1
.....	40,303	342,888	44	77,478	818	289,747	394,005	968,143	106,529	8,289,320	1,774

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Concluded.

BY RAILROAD AND RIVER.	Tobacco, manufac'd lbs.	WHEAT.		Whisky & High- wines, bbls.	Wool, lbs.	White Lead, lbs.	Zinc and Spelter slabs.
		Sacks.	Bushels.				
Chicago & Alton R. R., Mo. Div.....	568,935	....	1,000	13,182	1,000	797,675	.....
Missouri Pacific " .....	18,325,630	....	.....	14,618	.....	13,478,075	.....
St. Louis & San Francisco R. R.....	4,517,880	....	4,320	10,178	.....	8,634,740	.....
Wabash R. R. (West.).....	6,612,180	....	6,400	21,620	87,700	778,805	.....
St. L., K. C. & Col. R. R.....	.....	...	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	4,089,175	2,020	18,825	6,081	.....	2,802,460	.....
St. Louis Southwestern R. R. ....	1,213,800	65	.....	5,061	87,800	1,238,840	980
St. Louis, Iron Mountain & Southern R. R.....	8,333,140	948	73,190	18,284	.....	5,605,880	8,675
Illinois Central R. R.....	5,184,425	3,230	2,192,228	28,181	175,645	4,762,265	970
Louisville, Henderson & St. Louis R. R.....	559,740	831	521,700	165	2,902,585	478,650	11,335
Louisville & Nashville R. R.....	1,166,960	472	1,702,500	1,578	297,730	488,445	.....
Mobile & Ohio " .....	849,290	280	681,720	2,836	300	519,051	.....
Southern R. R. " .....	2,310,825	....	1,717,485	1,119	7,458,220	1,061,025	8,800
Balt. & Ohio S. W. " .....	8,580,145	125	1,701,903	126	250,145	640,500	150,504
Chicago & Alton " .....	2,655,265	700	107,090	1,476	2,414,885	7,457,270	131,001
C., C., C. & St. L. " .....	3,963,630	....	2,318,270	314	3,019,810	2,865,425	205,837
Vandalia .....	9,791,240	165	1,509,495	913	167,150	931,405	199,805
Wabash R. R. (East).....	8,622,460	....	138,150	3,145	8,888,450	2,820,140	107,885
Toledo, St. Louis & Western R. R.....	176,950	....	1,430,805	790	5,413,455	1,861,530	909,125
Chicago, Peoria & St. Louis R. R.....	81,200	....	827,015	20	271,700	683,700	557,370
Chicago, Burlington & Quincy R.R.....	.....	....	124,965	5,121	25,000	.....	.....
St. Louis, Keokuk & Northwestern R.R.....	13,247,845	....	87,590	17,130	952,900	6,334,400	.....
Total by Railroad.....	90,705,785	8,396	15,164,646	140,328	27,808,975	58,288,745	2,186,647
By River.....	227,144	450	1,828,244	3,401	2,400	1,431,975	.....
Total by Rail and River.....	90,932,929	8,793	16,992,890	143,729	27,811,375	59,670,720	2,186,647

# Died in 1901.

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AGLAR, JAMES F., . . . . .	January 24th.
BANG, ADOLPHUS, . . . . .	July 24th.
BERG, NICHOLAS, . . . . .	March 10th.
BIRD, JOHN, . . . . .	August 2nd.
BLOCK, DAVID, . . . . .	July 23rd.
COCHRAN, FRED G., . . . . .	April 8th.
COTTON, WM. C., . . . . .	July 21st.
CREVELING, H. C., . . . . .	February 11th.
DACEY, PATRICK, . . . . .	July 18th.
DAMHORST, CASPER, . . . . .	August 29th.
DELANO, RUFUS J., . . . . .	December 10th.
DOUGLASS, JOHN H., . . . . .	July 20th.
EBERLE, CHARLES A., . . . . .	February 12th.
FORSTER, MARQUARD, . . . . .	January 11th.
FURLONG, WM., . . . . .	September 8th.
HAUSER, G. A., . . . . .	February 26th.
HUDSON, B. F., . . . . .	January 6th.
KAISER, JOHN H., . . . . .	September 11th.
KALB, G. O., . . . . .	April 8th.
KEISER, JOHN P., . . . . .	July 27th.
LAINÉ, MICHAEL, . . . . .	April 26th.
LARKIN, THOMAS H., . . . . .	July 29th.
MADILL, GEORGE A., . . . . .	December 11th.
MARKHAM, WM. H., . . . . .	January 8th.
MEINECKE, WILLIAM, . . . . .	May 10th.
MEYSENBURG, T. A., . . . . .	March 29th.
MINCH, GEORGE, . . . . .	February 25th.
MCMILLAN, WM., . . . . .	November 15th.
NICHOLS, WM., . . . . .	May 18th.
O'NEIL, PETER A., . . . . .	November 27th.
O'REILLY, THOMAS, . . . . .	February 24th.
PFEIFER, WM., . . . . .	November 13th.
PHINNEY, H. R., . . . . .	December 26th.
QUINLVAN, THOMAS E., . . . . .	July 29th.
ROBINSON, GEORGE R., . . . . .	October 6th.
ROTHSCHILD, JULIUS, . . . . .	January 5th.
SCHLOSSSTEIN, LOUIS, . . . . .	September 19th.
SCHMIDT, RUDOLPH, . . . . .	August 2nd.
SETER, WM. M., . . . . .	January 29th.
SHAPLEIGH, FRANK, . . . . .	January 1st.
SHARP, CHRIS, . . . . .	February 8th.
SHAW, WM. J., . . . . .	April 12th.
WALSH, EDW., JR., . . . . .	June 30th.
YOUNG, CHARLES A., . . . . .	June 7th.

# MEMBERS

—OF THE—

## Merchants' Exchange of St. Louis.

JANUARY 14th, 1902.

NUMBER OF MEMBERS, 1,832.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.....	St. L. S. W. Ry.,	Com'l Agent.....	909 Olive st.
Abeles, Robt. ....	Abeles & Taussig,	Lumber .....	618 Rialto Building.
Able, Sam. T.....	R. G. Dun & Co.,	Mercantile Agency .....	314 Pine st.
Abraham, W. D.....	W. D. Abraham & Co.,	Hay and Grain.....	East St. Louis, Ill.
Adams, C. M.....	Waters Pierce Oil Co.,	Sec'y and Treas.....	816 Olive st.
Adams, R. M.....	R. M. Adams,	.....	182 Chamber of Commerce.
Adams, W. H....	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc..	401 N. Second st.
Adriance, N. R....	Wabash & Lackawana	Despatch, Agt....	800 R. R. Exchange.
Aff, J. Geo., Jr.....	F. W. Clemens Feed Co.	.....	8353 Gravius ave.
Ahern, Albert M.....	Funsten Bros. & Co.,	Commission.....	109 N. Main st.
Akin, Thomas.....	.....	Commission.....	203 Cham. of Com.
Albers, Clifford H.....	C. H. Albers	Com. Co.....	400 Cham. of Com.
Albers, C. H.....	C. H. Albers Com. Co.,	Commission.....	400 Cham. of Com.
Albrecht, Victor....	Eberle-Albrecht Flour	Co.....	218 S. Second st.
Albrecht, H. S.....	Schoellborn-Albrecht	Machine Company ....	416 N. Main st.
Allaway, Jas. W.....	Armour Packing Co.,	.....	2030 Clark ave.
Allen, Geo. L....	Fulton Iron Works,	.....	Second and Carr sts.
Allen, George W. ...	Southern Hotel Co.,	.....	Fourth and Walnut sts.
Allen, Edmund T.....	E. T. & C. B. Allen,	Lawyers.....	Wainwright Building.
Allen, James H.....	Allen-West Com. Co.,	.....	104 S. Main st.
Allen, J. Oran.....	Morton & Co.,	.....	509 Cham. of Commerce.
Allison, James W.....	.....	Glass Manf....	606 Security Building.
Alt, Henry .....	Harbor Commissioner,	.....	City Hall.
Alzheimer, Benj....	Alzheimer & Rawlings,	Bonds and Stocks....	217 N. Fourth st.
Ambs, Joseph B.....	.....	.....	8228 Caroline st.
Ames, Henry.....	.....	.....	Hotel Beers.
Anderson, W. B.....	Nanson Com. Co.,	.....	202 Chamber of Commerce.
Anderson, J. F.....	Georgia Railway,	G. W. Agent.....	808 Cham. of Com.
Anderson, Lorenzo E.....	Mercantile Trust	Co.....	Columbia Bldg.
Andrews, Wm. O....	Andrews & McClellan,	.....	4050 Easton ave.
Annan, R. P.....	Annan, Burg & Co.,	Commission.....	117 Cham. of Com.
Annan, Roger P., Jr....	Annan, Burg & Co.	.....	117 Cham. of Com.
Arbuckle, James.....	Foreign Trade Assn.,	Manager.....	110 N. Fourth st.
Armstrong, L. R.....	T. J. Moss Tie Co.,	Railroad Ties .....	720 Security Bldg.

Name.	Firm.	Business.	Location.
Archer, W. B.		Broker.....	2811 Washington ave.
Arens, Henry C.		Commission....	304 N. Commercial st.
Arnold, Henry	Jno. G. Haas Soap Co.,	Soap.....	5020 Benedict st.
Arp, Eggert	Eggert Arp & Co.,		812 S. Third st.
Ashcraft, E. B.	Blue Ridge Despatch.		705 chemical Bldg.
Atkinson, Robt.	Robt. Atkinson & Co.,	Commission.....	308 N. Main st.
Aufderheide, A. G.	F. W. Aufderheide,	Commission.....	22 S. Commercial st.
Aufderheide, Walter	F. W. Aufderheide,	Commission.....	22 S. Commercial st.
Axtell, W. C.	Union Storage Co.,	Manager .....	Levee and Mullanphy.
Backer, Henry			1808 S. Fourteenth st.
Backer, Mathias			1413 S. Tenth st.
Backer, George H.			921 Rutger st.
Bacon, Williamson	Tyler Estate,	President.....	406 Market st.
Baer, Bernard	Bernard Baer & Co.,	Produce and Prov.	1418 N. Broadway.
Bagnell, Wm.	The Bagnell Timber Co.,		Equitable Bldg.
Bain, Walter	Chas. L. Crane & Co.,	Insurance.....	103 N. Third st.
Baird, W. J.			St. Charles, Mo.
Baker, Allen	Allen Baker & Co.,	Brokers .....	708 Security Building.
Baker, George A.	Continental Nat'l Bk.,	President.....	Fourth and Olive.
Baker, F. M.	The Greenleaf-Baker	Grain Co .....	Atchison, Kas.
Baker, Holland W.	Colby & Baker,	Civil Engineers..	708 Lincoln Trust B.
Baker, Jno. F.			4360 St. Louis ave.
Baker, I. G.			411 Olive st.
Baker, E.	Paton, Bell & Co.,	Cotton.....	Cotton Exchange.
Baker, Geo.	St. Louis Milling Co.,		Carlinville, Ill.
Ballard, T. R.	Ballard, Messmore & Co.,	Commission.....	520 Chamb. of Com.
Ballard, J. O., Jr.	Ballard, M. & Co,	Commission .....	520 Cham. of Com.
Baltz, Fred L.	Millstadt Milling Co.,		Millstadt, Ill.
Bannerman, Jas.	Meyer, Bannerman & Co.,	Saddlery.....	616 N. Sixth st.
Barco, Thomas			Barcoveille, Ill.
Bardenheier, John	Jno. Bardenheier	Wine & Liq. Co.....	212 Market st.
Barklage, Louis	Wernse & Dieckman,	Brokers.....	317 N. Fourth st.
Barnard, Geo. D.	Geo. D. Barnard & Co.,	Stationers... Vandeventer & Laclede.	
Barnes, E. H.		Hotel Beers, Grand ave. & Olive.	
Barnes, Chas. W.	Real Estate,		216 Wainwright Bldg.
Barnhart, Wm. R.	Barnhart Mer. Co.,	Fancy Groceries..	518 N. Second st.
Barnidge, Aug. J.	Chas. E. Prunty,	Clerk .....	1 S. Main st.
Barret, Arthur B.	Barret Com. Co.,		707 N. Third st.
Barrett, John F.			609 Rialto Bldg., Chicago.
Barron, Chas. B.	Barron & Wilson,	Grain Samplers .....	422 Rialto Bldg.
Barry, Thos. J.	Barry-Wehmiller Mach. Co.,	Mill Builders .....	21st and Walnut.
Barstow, Chas. W.			515 Locust st.
Bartlett, Edwin L.	Bartlett Com. Co.,		505 Chamber of Commerce.
Bartlett, John B.	J. B. Bartlett Grain	Grain .....	Gay Building.
Bartlett, Oscar Z.	L. Bartlett & Son Co.,	Com.....	28 Cham. Com., Milwaukee.
Barutio, B., Jr.	B. Barutio,	Commission.....	125 N. Main st.
Bascom, Jos. D.	Broderick & Bascom	Rope Co.....	809 N. Main st.
Bascome, Western.	West'n Bascome & Co.,	Insurance Agent....	118 N. Third st.
Batdorf, W. L.	W. L. Batdorf & Co.,	Flour and Feed.....	Belleville, Ill.
Bates, A. C.	Mississippi Valley Elevator,		Foot of Madison st.
Battalle, L. A.	American Ex. Bank,	Cashier.....	207 N. Broadway.
Bauer, A. H.	Bauer Bros.,	Brokers.....	312 N. Fourth st.
Baur, Andrew.	Baur Flour Co.,		807 N. Second st.
Baulch, John J.	Interstate Transf. Co. Trf.	Manager.....	Security Building.
Bayha, George.		Sausage Maker....	3001 Carolina ave.
Bayrd, E. A.	Matthew Addy & Co.,	Iron Commission.	407 Bank Com. Bldg.
Baxter, Theo. P.	Parrott-Baxter Grain	Co.....	105 Cham. Com.
Beardsley, O. F.	Picker & Beardsley,	Commission .....	118 N. Main st.
Beck, Henry W.		Feed and Seed Store...	20th and Pine.
Beck, Harry G.	H. W. Beck & Sons Feed & Seed Co....		5701 Manchester rd.

Name.	Firm.	Business.	Location.
Becker, Edward C.			3112 Cass ave.
Becker, Aug. H.	Aug. H. Becker,	Fresco Painter.	4216 Page ave.
Becker, Conrad	C. Becker,	Miller.	Red Bud, Ill.
Becker, Hugo	J. G. Haas Soap Co.,	Soap.	5020 Benediot ave.
Becker, Herman C.	C. Becker,	Milling.	Red Bud, Ill.
Beckmann, Adolph G.	E. Beckmann & Co.,	Commission.	1023 N. Third st.
Beckmann, Geo. H.	Eggers Milling Co.,	Teamster.	Eighth and Clark ave.
Beckmann, W. E.	Bakers' and	Confectioners' Supplies.	10 S. Second.
Beer, H. M.		Broker.	507 Security Building.
Beimes, Frederick H.			3125 N. Twenty-third st.
Bell, Nich. M.	Peper Tobacco	Warehouse Co.	1112 Market st.
Bell, James G.	J. G. Bell & Co.,	Commission.	304 N. Commercial st.
Bell, James W.	St. L. Safe Deposit Co. &	Saving Bank	513 Locust st.
Belz, J. H.	J. H. Belz & Co.,	Pork Dealers.	3601 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.,	Bags	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bendick, John H.		Grocer.	6939 Scanlan ave.
Berg, Nicholas		Deceased	
Bergmann, Conrad	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bergmann, B. C.	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bergmann, Robt. J.	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bernet, Christian	Bernet & Craft,	Millers and Exporters.	1440 N. Broadway.
Bernheimer, Marcus	Marcus Bernheimer Milling and Mercantile Co.,		208 N. Fourth st.
Berry, H. J.	W. L. Green	Commission Co.	62 Laclede Bldg.
Bethmann, Robt.	St. Louis Brew. Assn.,		East St. Louis, Ill.
Betts, John	Drummond, Betts & Co.,	Stock & Bond Brokers.	18 Laclede Bld.
Betts, R. A.	R. A. & C. T. Betts,		1005 Pine st.
Bevis, Alfred	Bevis Rock Salt Co.,		607 Bank Com. Bldg.
Biebinger, F. W.			1421 So. 11th st.
Biedenstein, Henry		Grocery.	1208 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John M.	J. M. Biekert & Co.,	Commission.	930 N. Third st.
Bieser, Fred			2200 N. Second st.
Bilbro, H. B.	Burlington Elevator Co.,		62 Laclede Bldg.
Billon, Guy P.	Bonds, etc.,		307 Olive st.
Birch, James T.			1515 Missouri ave.
Bittner, Jacob		Real Estate.	5226 Ridge ave.
Bixby, W. K.	Mo. Car & Foundry Co.,		Lincoln Trust Building.
Blakely, John W.	Blakely-Sanders-Mann	Co., Live Stock	Union Stock. Yds.
Blakely, Walter J.	St. Louis Sanitary Co.,		3958 Missouri ave.
Blanke, Detlef J.		Insurance Agent.	415 Locust st.
Blankenship, H.	Baird & Blankenship,	Grain.	McKittrick, Mo.
Blaufuss, Wm.			2844 Henrietta st.
Block, David, Jr.		Feed.	3855 Pine st.
Block, Wm. A.			1804 Warren st.
Blossom, C. D.			829 Union Boul.
Blossom, H. M.	H. M. Blossom & Co.,	Insurance.	Century Bldg.
Blossom, H. A.	H. M. Blossom & Co.,	Insurance.	Century Building.
Blow, C. W.	American Linseed Co.,		Sixteenth and Clark ave.
Bluthardt, Robt. E.			
Boeck, Geo. H.	Adam Boeck & Co.,	Real Estate.	622 Chestnut st.
Bofinger, John N.			115 N. Third st.
Bogard, John J.		Real Estate.	3632 S. Broadway.
Bohle, Frank G.	Haase & Bohle	Carriage Co.	1800 Pine st.
Bohle, Louis C.	Louis C. Bohle	Livery Co.,	1118 Chestnut st.
Bohnenkamp, John	Hoffman Hdg. &	Stave Co.	Dexter, Mo.
Bolasselier, Chas. L.		Farmer.	Gumbo, Mo.
Bolasselier, R. W.		Accountant.	810 Chestnut st.
Boland, J. L.	J. L. Boland Book and	Stationery Co.	Fourth and Vine sts.
Bollin, A.	A. Bollin & Co.	Insurance	606 Marion st.
Bollman, O. H.	Bollman Bros. Co.,		1100 Olive st.
Bonsack, F. O.		Architect.	602 Columbia Building.
Boschert, Roman			3711 Cass ave.



Name.	Firm.	Business.	Location.
Bosler, Sebastian		Real Estate	Clayton, Mo.
Bostick, R. H.	Jas. M. Houston	Grocer Co.,	800 Spruce st.
Bowman, Theo. G.			114 N. Fourth st.
Bowman, Chas. G.	National Enam. &	Stamping Co.	Second and Cass ave.
Boyd, W. G.			111 Cham. of Com.
Boyer, Julius A.			
Boyle, W. F.	Boyle, Priest & Lehmann,	Attorneys	Laclede Building.
Bradley, G. Douglas	Cobb & Gardner,		817 Chamber of Commerce.
Bradley, Geo. J.	Southern Railway,		Chemical Bldg.
Bradner, H. T.	Crescent Powder Co.		124 Rialto Bldg.
Bradshaw, Thos. J.			Chamber of Commerce.
Brady, Hugh J.	Mercantile Delivery Co.,		817 N. 12th st.
Bramblett, J. W.	Carondelet Milling Co.		7020 S. Broadway.
Braun, Geo. H.	Braun-Lang Com. Co.,		204 N. Third st.
Braun, Joseph L.	Daniel P. Byrne & Co.,	Commission	318 Cham. Com.
Bray, Joseph W.	Campbell Glass and	Paint Co.	Main and Gratiot sts.
Bray, Wm.	Wm. Bray & Co.,	Commission	226 Market st.
Brazill, J. P.	Lackawanna Line,	Agent	219 N. Fourth st.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Bredenkamp, F. W.	G. H. Kemper &	Co., Feed.	East St. Louis, Ill.
Breen, J. H.	Rosedale Hay & Grain Co.		Delmar and Cates ave.
Brendecke, Edwin T.	Chouteau Ave. Ice &	Cold Storage	2100 Chouteau ave.
Brendecke, H. C.		Brewer	5147 Wells ave.
Brennan, J. Wallace	D. B. Brennan	Real Estate Co.	816 Chestnut st.
Brennan, Martin J.	United Elev. & Grain	Co.,	516 Chamber of Commerce.
Brickey, S. H.			301 Chamber of Commerce.
Brinckwirth, Louis	Brinckwirth-Nolker	Brewing Co.	1714 Cass ave.
Brinckmeyer, E. H.	Brinckmeyer-Meyer	Hay and Grain Co.	1111 N. Broadway.
Brinson, H. L.	Brinson-Judd	Grain Co.	208 Cham. of Com.
Brinson, L. B.	Brinson-Judd Grain	Co.	208 Chamber of Commerce.
Broadbent, Samuel			
Brockman, F. W.	F. W. Brockman	Com Co.	805 N. Third st.
Brockmann, Fred P.	F. P. Brockmann	Grain Co.	315 Chestnut st.
Brockman, Arthur	Brinson-Judd Grain	Co.	208 Chamber of Commerce.
Brockmann, H. H.		Drugs	Eldon, Mo.
Brockmeier, F. C.	Engelke & Feiner	Milling Co.	806 S. Broadway.
Brockmeier, J. C.	Brockmeier & Co.,	Commission	118 S. Main st.
Brockmeyer, H. G.			1522 Hogan st.
Broderick, John J.	Broderick-Bascom	Rope Co.	809 N. Main st.
Brodhack, Joseph H.		Merchant	2330 S. Broadway.
Broeder, Henry		Produce and Com.	928 N. Third st.
Broeder, Geo. H.	Hy. Broeder & Sons,	Commission	926 N. Third st.
Broeg, Louis	Siemers & Chisholm,	Commission	300 Cham. of Com.
Brolaski, Harry W.	N. O. Steamers,	Agent	114 N. Eighth st.
Bronson, E. P.	Cumberland Mills,		Nashville, Tenn.
Brookings, Robt. S.	Sam'l Cupples Wooden	& Wil'ware Co.	Seventh and Spruce.
Brookes, John F.			3538 Lake ave., Chicago, Ill.
Brooks, Charles			2211 Sullivan ave.
Brown, C. M.	Lehigh & Wabash	Desp	309 Railway Ex.
Brown G. W.	The Brown Shoe Co.,		Eleventh and Washington ave.
Brown, L. W.	Jno. Wahl Commission	Co.	2 S. Main st.
Brown, James N.	American Cent. Ins.	Co.	415 Locust st.
Brown, Benj.	Brown-Clark Paper Co.,		Second and St. Charles sts.
Brown, Alex. H.	Brown Stock & Bond	Co.	Fourth and Locust sts.
Bruck, Henry	New Era Gro. Co.,	Produce	1709 S. Second st.
Brueckmann, Jno. G.	Picker & Beardsley,	Commission	118 N. Main st.
Bruenemann, Ernst		Flour and Feed.	3753 S. Jefferson ave.
Brundage, S. P.			
Bryden, Alex. A.	Bryden & Co.,	Coke and Coal	6th and Locust sts.
Buck, Thos. E.		Physician	2610 S. Jefferson ave.
Buck, M. M.	Continental National Bank,		Fourth and Olive sts.
Buck, W. T.	Grain, etc.		Vletts, Kas.
Buckland, Jos. A.	Jos. A. Buckland & Co.,	Commission	103 S. Third st.
Buckmaster, W. P.		Broker	309 Pine st.
Buehler, Henry, Jr.	Buehler-Phelen Paint	Mfg. Co.	823 Locust st.

Name.	Firm.	Business.	Location.
Bull, Wm.		Fire Insurance	117 N. Third st.
Bulte, Henry J.	Bulte Com. Co.,	Flour	17 S. Main st.
Bunton, C. M.	Green River Asphalt Co.,		400 Railway Exchange.
Burbridge, C. T.	Keller & Tamm	Manuf'ot'ing Co.	Victor and Main.
Burdeau, J. P.	St. L. & Miss. Val. Tr. Co.,	Freight Agent.	Main and Walnut sts.
Bumann, E. F.		Grain	Bunker Hill, Ills.
Burg, Henry	Annan, Burg & Co.,	Flour Commission	117 Cham. Com.
Burg, William		Iron and Steel	117 Cham. Com.
Burg, Philip	Philip Burg Grocer Co.,		1250 S. Broadway.
Burnet, Halsted	Plows Candy Co.,		Twentieth and Market sts.
Burr, Chas. P.	Chas. P. Burr & Co.,	Commission	824 Rialto Building.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi.
Busch, Aug. A.	Anheuser-Busch B. Assn.,	V. P.	Ninth and Pestalozzi sts.
Buschman, E. L.	Modern Mfg. Co.		102 W. Adams st., Chicago.
Buschman, A. H.	Buschman-Mueller Com.	Co.	414 Cham. of Com.
Bushnell, D. I.	D. I. Bushnell & Co.,	Grain and Seeds	109 N. Second st.
Buss, John B.	J. B. Buss,	Mills	1444 N. Broadway.
Butler, W. C.	W. C. Butler & Son,	Insurance	844 Century Building.
Butler, Edward	Ed. Butler & Son,	Horseshoer	15 S. Tenth st.
Butler, John R.	Excelsior H. & T. Co.,	Pres't.	Vandeventer & Forest Pk. Bl.
Bycroft, Henry F.		Miller	Gillespie, Ill.
Byrne, Daniel P.	Dan'l P. Byrne & Co.,		818 Chamber of Commerce.
Byrne, Frank T.	Grand Trunk Railway,	Agent	15 Laclede Building.

Cabell, Ashley		Attorney-at-Law	506 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.,	Tailors	421 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.		Bond and Stock Broker	411 Olive st.
Cain, P. R.	Gilmore & Ruhl,	Clothiers	Eighth and Lucas.
Campbell, Geo. A.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Campbell, Given		Lawyer	653 Century Bldg.
Campbell, James		Bonds and Stock	218 N. Fourth st.
Campfield, Chas. H.		Insurance	115 N. Third st.
Cantrell, James G.	Seaboard Air Line,		407 Chamber of Commerce.
Cantwell, Harry J.	Columbia Lead Co.,	President	510 Pine st.
Capen, Sam. D.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Capen, Geo. H.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Capen, Wallace C.	Capen Belting &	Rubber Co.	415 N. Main st.
Carleton, Murray	Carleton Dry Goods	Co.	900 Washington ave.
Carlisle, David		Feed and Grain	114 Chestnut st.
Carlisle, Sam S.	Parrott-Baxter Grain Co.		105 Cham. of Com.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.)	Century Bldg.
Carpenter, Geo. O.	National Lead Co.,	Manager	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.,	Real Estate Agents	811 Chestnut st.
Carr, Alfred C.	Carr Bros.,	Insurance	204 N. Third st.
Carr, Charles Y.	Carr Bros.,	Fire Insurance	204 N. Third st.
Carr, Peyton T.	United Elev. & Grain Co.,	President	516 Cham. of Com.
Carreras, Ev. E.		Printer and Binder	3d & St. Charles.
Carroll, C. C.	Carroll & Powell Insurance	Agency Co.	115 N. Third st.
Carroll, Chas. E.	Hall & Carroll,	Fire Loss Adjuster	709 Carleton Bldg.
Carroll, John F.	Carroll & Edwards,	Liquors	525 N. Second st.
Carroll, James F.		Grain	Greenville, Ill.
Carruthers, T. B.			3217 Washington ave.
Carruthers, Geo. F.	Mound City Hay Warehouse Co.		Ninth and Palm sts.
Carruthers, W. W.	Eureka Mills,		Gratiot st. and Theresa ave.
Cartan, L. V.	L. V. Cartan & Co.,	Real Estate	1006 Chestnut st.
Carter, C. L.		Broker	114 N. Fourth st.
Carter, Lemuel Ray		Broker	114 N. Fourth st.
Carter, T. W.	T. W. Carter & Co.,	Commission	114 N. Fourth st.



Name.	Firm.	Business.	Location.
Carter, Ulysses E.			Collinsville, Ill.
Case, Frank C.		Insurance.....	854 Century Building.
Case, E. S.	C. H. Albers Com. Co.,	Commission.....	400 Cham. of Com.
Cassidy, Abner C.	Cassidy Bros., Live	Stock Com. Co., Nat. Yds.,	E St. L., Ill.
Cassidy, John W.	The Cassidy Com. Co.		105 N. Fourth st., Quincy, Ill.
Catlin, E. F.	Forrester Bros.,		511 Cham. Com.
Caulfield, James F.	Parrott-Baxter	Grain Co.	105 Cham. of Com.
Cave, Elmore...	Buschman-Cave Com. Co.		Railway Exchange Bldg.
Cavender, John H.	Cavender & Thompson,	Real Estate.....	716 Chestnut st.
Chadbourne, G. W.			900 Security Building.
Chaffraix, D. A.		Capitalist.....	St. Charles ave., N. O.
Chamberlain, Will F.		Seed Inspector.....	300 N. Main st.
Chamberlain, F. B.	F. B. Chamberlain	Com. Co.	300 N. Main st.
Chamberlin, E. C.	E. C. Chamberlin & Co.,	Commission.....	515 Cham. of Com.
Chamberlin, G. E.	St. Louis Ice Mfg. &	Storage Co.	713 S. Main st.
Chambers, Jas. H.	Jas. H. Chambers & Co.,	Publishers	2940 Locust st.
Chandler, DeLaoy...	Miss. Valley Trust Co.		Fourth and Pine sts.
Chandler, James N.	L. & N. R. R.,	General Agent.....	206 N. Broadway.
Chandler, Whately L.	The General Acci-	dent Assn., Corporation Ltd.	411 Olive st.
Chapman, E. H.			
Chisholm, J. A. H.	Siemens & Chisholm,	Commission.....	300 Cham. of Com.
Christian, Wilbur B.	Isaacs & Sherry	Grain Co.	213 Cham. Com.
Christie, James	H. F. Kirk & Co.,		Kansas City, Mo.
Christy, H. W.	Wiggins Ferry Co.,		Security Building.
Church, Alonzo C.	Wiggins Ferry Co.		910 Security Building.
Claas, Fred.	Rock Spring Mills,		814 Manchester road.
Clapp, Ozro W.		Broker.....	U. L. Club, Chicago, Ill.
Clark, Charles			182 Laclede Building.
Clark, Chas. C.	Chas. C. Clark & Co.,	Wholesale Grocers.....	25 S. Main st.
Clark, Warren L.	Benj. W. Clark Grocer	Co.	307 N. Second st.
Clark, Benj. W.	Benj. W. Clark Grocer	Co.	307 N. Second st.
Clark, James E.		Mining.....	414 Fullerton Bldg.
Clark, Hinman H.	Waters Pierce Oil Co.		Odd Fellows' Building.
Clark, C. W.	Tully & Clark,	Architect & Eng'n'r.	415 Locust st.
Clark, J. A.	Clark Bros.,	Feed.....	East St. Louis, Ill.
Cleary, Michael			110 N. Twelfth st.
Cleary, T. F.	R. Cleary Com. Co.,		508 Chamber of Commerce.
Clemens, F. W.	F. W. Clemens Feed Co.,	Feed.....	8357 Gravois ave.
Cleveland, Henry D.			5015 Fairmount ave.
Clifford, Alfred			619 Security Building.
Clifton, Daniel W.	Nanson Com. Co.		202 Chamber of Commerce.
Cobb, Seth W.	Cobb & Gardner,	Commission.....	317 Cham. of Com.
Cobb, C. W. S.	Glencoe Lime & Cement	Co.	1400-A Old Manchester Road.
Cockrell, J. H.			116 N. Fourth st.
Cockrell, Elias		Grain.....	Jerseyville, Ill.
Cockrell, W. A.		Broker	Merchants' Exchange.
Cohn, J. W.	Hunter Bros.,	Flour and Feed.....	61 Gay Bldg.
Colby, W. A.	F. W. Brockman Com. Co.,		805 N. Third st.
Cole, Geo.	The Prinz & Rau Mfg. Co.,		Milwaukee, Wis.
Cole, Nathan	Nathan Cole Inv'stm't Co.,	President.....	722 Jaccard Bldg.
Cole, Amedee B.	Jno. Jackson Inv't. Co.,	President.....	51 Gay Bldg.
Cole, Charles B.	H. C. Cole Milling Co.,	Miller	Chester, Ill.
Cole, H. C.	H. C. Cole Milling Co.,		Chester, Ill.
Coleman H. C.	H. C. Coleman Com. Co.,		508 Cham. of Commerce.
Colladay, Wm. R.	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
Collins, H. B.	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
Collins, Thos. R.	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
Collins, Martin	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
Connor, James A.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, P. P.	Connor Bros. & Co.,	Commission	Gay Building.
Connor, M. J.	Connor Bros. & Co.,	Commission	Gay Building.
Connors, Denis M.	Lee Line Steamers,	Superintendent.....	Foot of Olive st.
Conrades, Edwin H.	Donk Bros. Coal &	Coke Co.	314 N. Fourth st.
Conzelman, Theophilus	Crunden-Martin	Woodenware Co.	801 S. Main st.

Name.	Firm.	Business.	Location.
Cook, Douglas G.	American Wine Co.,		3021 Cass ave.
Cooke, Michael			4218 Cook ave.
Coon, D. F.			Fort Scott, Kas.
Cooper, A. D.	Graham Paper Co.,		219 N. Main st.
Coquard, L. A.		Banker and Broker	802 Rialto Bldg.
Cordea, D.	D. Cordes & Co.,	Flour and Feed	1928 S. Twelfth st.
Cordea, W. H.	D. Cordes & Co.,	Flour and Feed	1928 S. Twelfth st.
Cornelius, N. B.	Cornelius Mill Furnishing Co.		1119 N. Sixth st.
Corneli, Adolph.	Schisler-Corneli Seed Co.		818 N. Fourth st.
Corneli, Ben P.	Schisler-Corneli Seed Co.		818 N. Fourth st.
Cornet, Edward.	Cornet Bros.,	Grocers	13th and O'Fallon sts.
Cornet, Henry A.	Cornet Bros.,	Grocers	1239 N. Thirteenth st.
Cottrill, Geo. F.	Green's Car Wheel Mfg. Co.		3018 N. Broadway.
Coudrey, Harry M.	H. M. Coudrey & Co.,	Insurance	954 Century Bldg.
Cox, Albert.	Brinson-Judd Grain Co.,		208 Cham. Com.
Cox, Charles A.	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, B. H.	Hoosac Tunnel Line,	Agent	204 Railway Exchange.
Coyle, James F.	Coyle & Sargent,	Wholesale Silks	1121 Washington ave.
Craft, Henry G.	Bernet & Craft,	Millers & Exporters	1440 N. Broadway.
Craig, Willis G., Jr.	W. L. Green Com. Co.		62 Laclede Building.
Cramer, G.	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.	J. E. Crawford & Son,	Stocks and Bonds	Bk. of Com. Bldg.
Crawford, S. W.	S. W. Crawford & Co.,	Lumber	DeSoto, Mo.
Crews, Thos. B.		Lawyer	816 N. Sixth st.
Crothers, John C.	The McPheeters	Warehouse Co.	1104 N. Levee.
Crone, C. C.		Real Estate	8602 N. Broadway.
Cullen, Allen H.	St. Louis Hay	Exchange	720 S. Theresa ave.
Cullen, Michael J.	Cullen & Kelly,	Livery	2735 Cass ave.
Cummiskey, Jas.		Commission	921 N. Fourth st.
Cunningham, C. A.,	St. L. Steel Barge Line,		710 Rialto Bldg.
Cunningham, Dickson.			417 Chamber of Com.
Cunningham, P. J.	Cunningham Bros.	Woolen Co.	Tenth and Locust sts.
Cupples, Sam'l.	Sam'l Cupples Wood &	Willowware Co.	7th and Spruce sts.
Currie, W. I.	Robt. Breck,	Insurance	935 Century Bldg.
Cutliff, R. J.		Broker	Chamber of Commerce.

Daly, C. L.	Swift & Co.,	Packers	National Stock Yards, Ill.
Daly, E. F.	Dayton-Wooster Grain Co.,		416 Chamber of Commerce.
Dameron, Ed C.			Clarksville, Mo.
Damhorst, Henry		Insurance Agent	709 Chestnut st.
Damke, Henry		Teamster	8319 Lemp ave.
Damon, Charles P.		Farmer	146 Laclede Bldg.
Dana, George D.	Charter Oak Stove &	Range Co., Sec'y	1440 N. Main st.
Danforth, W. H.	Robinson-Danforth Co.,		Eighth and Gratiot sts.
Daniels, Geo. C.	Nelson, Morris & Co.,	Packers	1008 S. Fourth st.
Daub, H. W.	Schreiner-Flack Grain Co.,	Commission	116 N. Fourth st.
Daugherty, John W.	Laclede Mutual Fire Ins. Co.		Rialto Bldg.
Davidson, J. K.	J. K. Davidson Com. Co.,	Grain	Kansas City, Mo.
Davidson, J. M.		Broker	Merchants' Exchange.
Davis, John David		Lawyer	421 Olive st.
Davis, Thos. W.	St. L. Market Rep'r Co.,	Reporter	112 Chestnut st.
Davis, C. R. H.	C. R. H. Davis & Co.,	Real Estate	Lincoln Trust Bldg.
Dayton, C. S.	Dayton-Wooster Grain Co.,		416 Cham. of Commerce.
Dean, Chas. L.	Ludlow-Saylor Wire Co.,		120 S. Fourth st.
Dean, Wm. B.			417 Cham. of Commerce.
Dean, Murry	Dean, Mill Co.,	Flour	Ava, Ill.
Dehner, Adolph		Retired	2010 Victor st.
Deibel, Albert L.	St. Louis Hay & Grain Co.		815 Cham. of Com.
Deibel, Fred	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Deibel, Louis P.	Anchor Flour	and Feed Co.	22nd & Morgan sts.
DeLafield, Wallace	DeLafield & Snow,	Insurance	850 Century Bldg.
Delaney, John O'F		Real Estate	811 Chestnut st.
Delano, Rufus J.		Deceased	

# MEMBERS OF THE

Name.	Firm.	Business.	Location.
anna, C. C.	C. J. Dennis & Co.,	Commission	1011 N. Third st.
anna, John M.	Louis Mueller & Co.,	Exporters	Baltimore, Md.
anton, W.	Denton Bros.,	Grain	Leavenworth, Kas.
Pew, Ray L.	Mobile & Ohio R. R.,	Cont. Agt.	Fullerton Bldg.
aloge, F.	Dealoge Lead Co.,		108 N. Fourth st.
nvir, John B.	Hayden Sad'y H.	W. Co.	512 N. Main st.
voy, Edward	Devoy & Feuerborn,	Coal & Coke Co.	316 N. Seventh st.
Young, Adrian			Webster Groves, Mo.
amount, Henry A.	St. Louis Commission	Co.	11 N. Main st.
ck, Joseph B.	Hy. Sayers & Co.,	Commission	412 Cham. Com.
ckson, Joseph		Lawyer	Union Trust Building.
ckinson, Albert	The Al. Dickinson Co.,	Seeds W. Taylor & River sta.,	Chicago.
ckinson, W. C.	F. W. Goeke & Co.,	Commission	23 N. Second st.
ckinson, Chas.		Seeds W. Taylor & River sta.,	Chicago.
ckmann, Joseph F.	Dickmann-Dusard	Seeds Co	1110 N. Third st.
ockman, John H.	Wernse & Dieckman,	B'nk'rs and Brokers	317 N. Fourth st.
ockman, Henry		Flour and Feed	1611 S. Ninth st.
ekmann, Joseph Jos. H. Diekmann & Co.,		Flour and Feed	1210 Biddle st.
nes, W. C.	W. C. Dines & Co.,	Fire Ins.	610 Pine st.
ppold, Martin	The Farmers Milling	Co.	Edwardsville, Ill.
an, Geo. P., Jr.	Ford & Doan,	Merchandise Broker	506 S. Seventh st.
ibson, David	Brinson-Judd Grain	Co.	208 Chamber of Commerce.
idd, Sam'l M.	Mo. Edison Co.,	President	416 Locust st.
idson, Joseph		Grain Dealer	Shipman, Ill.
idson, J. W.	The Dodson Braun Mfg.	Co.	Third and Cedar sta.
orr, Oscar	Peerlost Milling Co.,		3006 Gratiot st.
iggett, Lewis C.	N. K. Fairbank & Co.,	Lard Refiners	Chicago.
maldaon, A. B.	Donaldson Bond and	Stock Co	Third and Olive sta.
maldaon, John W.	Donaldson Bond and	Stock Co	Third and Olive sta.
maldaon, Wm. R.		Attorney	307 Temple Bldg.
mk, E. C.	Donk Bros. Coal & Coke Co.,	Coal Dealers	314 N. Fourth st.
nnewald, G. H.	Donnewald-Kerens	Coal and Coke Co.	421 Olive st.
novan, Frank X.	D. E. Smith & Co.,	Commission	114 N. Fourth st.
nzaiot, Eugene	E. Donzelot & Son,	Commission	16 S. Main st.
nzaiot, E. F.	E. Donzelot & Son,	Commission	16 S. Main st.
rmitzer, Jos		Real Estate	104 N. Ninth st.
uglass, John H.		Deceased	
wer, John		Feed	2009 N. Grand ave.
zier, L. D.	Doxier Cracker Co.,	Bakers	Sixteenth and Morgan sta.
own, P. S.	Miss. & O. Riv. Pilots' So.,	Secretary	110 N. Fourth st.
ummond, Chas. R.			2025 Olive st.
ummond, H. I.	Drummond	R. & I. Co	Carleton Bldg.
ummond, James T.	Drummond	R. & I. Co	404 Carleton Bldg.
ummond, John N., Jr.	Drummond	Hette & Co	10 Laclede Bldg.
ryden, John		Mining	110 N. Fourth st.
idley, S. S.	Kanawha Dispatch,	Agent	206 Rialto Bldg.
iffy, Jos. A.	J. A. Duffy & Co.,	Real Estate	806 Chestnut st.
ila, R. B.	Continental Tobacco Co.		Tower Grove & Folsom ave.
ipont, A. B.	St. Louis Transit Co.,	2nd Vice-President	3009 Park ave.
inham, John S.	Dunham Mfg. Co.,	Dessicated Coconut	0 Locust st.
imire, Carroll E.	Swift & Co.,	Pork Packers	Nat'l St'k Y'ds, Ill.
inn, Thos.	Thos. Dunn Loan, Storage	and Mer. Co.	912 Franklin ave.
itcher, C. O.			Chamber of Commerce.
ra, James Wm.	St. Louis Hay & Grain	Co.	315 Chamber of Commerce.
rer, E. B.	Mound City Paint &	Color Co	311 N. Sixth st.
skin, Chas.		Grain Broker	411 Cham. of Com.
ston, A. F.	Eaton, McClellan & Co.,	Commission	10 N. Main st.
ston, Chas. D.	Springfield Fire & Marine	Ins. Co., Insurance	910 Century Bldg.
ldy, A. M.	Eddy & Eddy,	Manufacturing	500 N. Main st.
lenborn, Wm.	U. S. Steel Corporation		71 Broadway, New York.
lwards, B. F.	Nat'l Bank of Com.,	Cashier	Broadway and Olive.

Name.	Firm.	Business.	Location.
Edwards, Geo. L.....	A. G. Edwards & Son	Brokerage Co.....	412 Olive st.
Edwards, W. J.....	N., C. & St. L. Ry.		309 Cham. Com.
Eggers, H. B.....	Eggers Milling Co.,	Millers.....	Eighth and Clark ave.
Eggers, F. W.....	Eggers Milling Co.,	Millers.....	Eighth and Clark ave.
Eggers, Henry B., Jr....	Eggers Milling Co.,		Eighth and Clark ave.
Ehlermann, Chas. ....	Chas. Ehlermann Hop	and Malt Co.....	22d st. and Scott ave.
Ehrengart, Chas., Jr....	Chas. Ehrengart &	Co., Commission.....	710 N. Third st.
Eichler, Frank E.....			
Einstein, Wm.....		Mining Operator...	320 Security Bldg.
Eiseman, B.....	Rice, Stix & Co.,	Dry Goods..	Tenth & Washington ave.
Eisenmayer, P. H., Jr....	So. Ill. Elevator	Milling Co.....	Murphysboro, Ill.
Elliman, T. L.....	D. R. Francis & Bro.	Commission Co.....	214 N. Fourth st
Elliott, S. Lee....	Missouri Commission Co.,		22 N. Fourth st.
Ellis, Wm. C.....	Kehlor Bros.,	Milling....	401 Chamber of Commerce.
Ellis, Thos. H.....			
Elliot, H.....	Elliot Frog & Switch Co.		East St. Louis, Ill.
Elmore, Trave....	Parrott-Baxter Grain Co.		105 Cham. Com.
Ely, Arch F.....		Grain .....	Jerseyville, Ill.
Engel, L. F.....			4323 Forest Park Blv.
Engel, Wm.....		Teamster.....	2901 Wisconsin ave.
Engelke, Fred.....	New Baden Milling Co.,		New Baden, Ill.
Eno, E. Bates.....			118 N. Third st.
Eppelsheimer, Frank....	Fischer Flour Co.		200 Market st.
Essmueller, Fred.....	Essmueller M. F. Co.,	Millwrights.....	605 S. Sixth st.
Espenschied, Chas.....			3500 Washington ave.
Euston, Alex....	Collier Shot Tower Works,		Security Building.
Evans, C. O .....	Evans Bros.,	Tobacco & W. H. Co..	16th & Poplar st.
Evans, Jos. N.....	Evans Bros.,	Tobacco Co....	Sixteenth & Poplar sts.
Evans, J. W.....	N. Y. Life Ins. Co.,	Agent. ....	Seventh and Olive sts.
Evill, Burton K.....		Hay and Grain.....	421 S. Theresa ave.
Evill, Jno. H..	Missouri Forage Supply Co.,	Hay and Grain.....	426 S. Theresa ave.
Ewald, L. P.....	Ewald Iron Co.,	Iron, etc.....	941 N. Second st.
Ewing, James F.....	J. F. Ewing Salt Co.,		314 Chamber of Commerce.
Ewing, W. K.....	Morton & Co.,		509 Chamber of Commerce.
Eyster, W. C .....	W. C. Eyster,	Commission.....	311 Chestnut st.

Farley, J. H.....		Commission.....	108 N. Fourth st.
Farrelly, Thos. F.....		Real Estate.....	812 Chestnut st.
Faulkner, Wm. R., Jr.....			4367 Laclede ave.
Faust, A. E.....	Faust & Sons Oyster Co.	President.....	Broadway and Elm st.
Faust, Edward A....	Anheuser-Busch Brew.	Assn.....	Ninth and Pestalozzi sts.
Fay, Emory.....	F. C. Taylor & Co.,	Commission.....	204 N. Main st.
Fears, John C. ....	Illinois Central	Elevators.....	New Orleans, La.
Feickert, Louis.....	Wm. J. Lemp,	Clerk..	Thirteenth and Cherokee sts.
Feiner, Eugene J.....	Engelke & Feiner	Milling Co.....	808 S. Broadway.
Feiner, Frank.....	Engelke & Feiner,	Milling Co.....	808 S. Broadway.
Feldbusch, Herman.....		Teamster.....	2108 Blair ave.
Felkel, E. E.....	Missouri Commission Co.,		22 N. Fourth st.
Ferguson, Hugh.....	Hugh Ferguson & Co.,	Provision Brokers....	118 N. Third st.
Ferguson, D. K.....	Mechanics Bank,		Fourth and Pine sts.
Feuerbacher, F. W.....	F. W. Feuerbacher	& Co., Malster.....	2705 S. Broadway.
Field, John T.....			132 Laclede Building.
Figueiredo, A. de.....	St. L. Transfer Co.,	Ass't Manager.....	400 S. Broadway.
Filley, Chauncey I.....			2700 Lawton ave.
Filley, John D.....	St. Louis Trust Co.		Fourth and Locust sts.
Finck, J. C., Jr..	J. C. Finck Min'l Mfg. Co.,	Barytes, etc.....	101 Barton st.
Finkenbiner, J. S.....	Green River Asphalt	Co.....	3534 Washington ave.
Finty, Thos.....		Grain.....	Xenia, Ill.
Fischer, John C.....	Fischer Flour Co.		202 Market st.
Fischer, Louis F..	Chas. Tiedeman Mill. Co.		O'Fallon, Ill.
Fisher, Geo. K.....	Alzheimer & Rawlings,	Brokers.....	217 N. Fourth st.

Name.	Firm.	Business.	Location.
Fisher, C. V.....	Forrester Bros.	.....	511 Cham. of Com.
Fisher, John A.....	J. A. Fisher & Co.,	Hay.....	Fourth and Chestnut sts.
Fisher, John J.....	.....	.....	112 Laclede Building.
Fisher, S. J.....	Fisher & Co.,	Real Estate.....	714 Chestnut st.
Fisher, Geo. D.....	G. D. Fisher & Co.,	Real Estate.....	216 Wainwright Bldg.
Fisse, Wm. E.....	.....	Attorney.....	820 Rialto Building.
Flach, Joseph.....	New Athens Milling Co.	.....	New Athens, Ill.
Flack, Chas. D.....	.....	.....	.....
Flack, Chas. E.....	Schreiner-Flack Grain Co.,	Commission.....	116 N. Fourth st.
Flanagan, George M.....	.....	.....	.....
Flebbe, Hermann.....	Western Candy and	Bakers' Supply Co....	216 S. Third st.
Fleming, Thos. H. B.....	O'Connor & Co.,	Market Reporter.....	112 Chestnut st.
Flesh, M. M.....	Flesh & Mook Painting	Co.....	417 N. Third st.
Flesh, Edw. M.....	C. H. Albers Com. Co.,	.....	400 Chamber of Commerce.
Flitcraft, P. R.....	.....	.....	.....
Foell, Christian.....	.....	.....	8108 Illinois ave.
Foell, Henry.....	Foell & Co.,	Commission.....	128 Market st.
Foley, Daniel J....	Ohio Valley Milling Co.,	.....	Hawesville, Ky.
Foote, E. L.....	.....	.....	800 N. Fourth st.
Forrester, R. L.....	Forrester Bros.,	.....	511 Cham. of Com.
Forrester, Thos. H.....	Forrester Bros.,	Commission.....	511 Cham. of Com.
Forster, Otto E.....	.....	Physician.....	520 N. Garrison ave.
Forster, C. August....	Hyde Park Brew. Co.,	.....	Salisbury st. and Florissant ave.
Forster, C. Marquard....	St. L. Brew'g Assn.	.....	809 S. Sixth st.
Foskett, Hosea.....	Foskett & Kissner,	Feed.....	4827 N. Broadway.
Fouke, Phil. B.....	Funsten Bros. & Co.,	Commission.....	109 N. Main st.
Fowler, Edwin.....	.....	Insurance.....	Odd Fellows' Building.
Fox, John W.....	C., P. & St. L. R. R.,	Com'l Agent.....	Houser Building.
Fraley, M.....	Moses Fraley & Co.,	Insurance.....	910 Century Bldg.
Francis, David R.....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, T. H....	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, J. D. Perry....	Francis Bro. & Co.,	Stocks and Bonds....	214 N. Fourth st.
Franciscus, J. M., Jr..	Moffitt & Franciscus,	Real Estate.....	708 Chestnut st.
Frank, Henry.....	B. Baer & Co.,	Produce and Prov..	1418 N. Broadway.
Frank, John F.....	.....	Grain.....	Okawville, Ill.
Frank, Max.....	Frank & Wohlgemuth,	Horses and Mules....	1515 N. Broadway
Frank, Nathan.....	.....	Attorney.....	Century Bldg.
Franklin, Jos....	Wm. Barr Dry Goods Co.,	Dry Goods.....	Sixth and Olive st.
Franklin, Spencer.....	.....	Broker.....	709 N. Second st.
Frederick, A. H.....	Missouri Trust Co.,	Secretary.....	Seventh and Locust
Freeborn, Charles S.....	Star Union Line,	Freight Agent.....	309 Olive st.
Fresch, Chas. M.....	St. Louis Trust Co.	.....	Fourth and Locust
Freund, L.....	L. Freund & Bro.,	Bakers.....	918 Souland st.
Frey, Gus.....	Woodward & Tiernan	Ptg. Co.....	309 N. Third st.
Friedman, B.....	.....	.....	3202 Harper st.
Fritschle, Robert.....	.....	Grocer.....	5000 Gravois ave.
Fruin, Jeremiah.....	Fruin-Colnon Con.	Co., Contractors.....	721 Olive st.
Fuchs, Arnold.....	Peycke Bros. & Co.	Grain Co.....	826 N. Third st.
Funk, Joseph P.....	J. P. Funk & Co.,	Tallow, etc.....	914 N. Main st.
Funsten, R. E.....	R. E. Funsten & Co.,	Wool.....	300 N. Commercial.
Funsten, Wm. F.....	Funsten Bros. & Co.,	Commission.....	109 N. Main st.
Fusz, F. D.....	Regina Flour Mill Co.,	.....	601 S. Main st.
Fusz, Louis.....	Regina Flour Mills	.....	601 S. Main st.
Fusz, Eugene A.....	Regina Flour Mill Co.,	.....	601 S. Main st.
Fusz, Paul A.....	Bi-Metallic Mining Co.,	President.....	820 Security Building.

Gaertner, Chas..... Lumber..... 807 N. Fourth st.  
Galennie, Frank.... The Ludlow Automatic Fire Alarm Co., 611 Union Trust Bldg.  
Galbreath, G. W.... Third National Bank, Cashier..... 417 Olive st.  
Gandolfo, John B..... Gandolfo-Ghio Mfg. Co..... 104 S. Eighth st.



Name.	Firm.	Business.	Location.
Gannett, Jno. M			4175 Morgan st.
Gardner, R. E	Banner Buggy Co.,		Third and Chouteau ave.
Gardner, Wm. A	Cobb & Gardner,	Commission....	817 Chamber of Com.
Garneau, James W	Krey Packing Co.,		Twenty-first and Bremen ave.
Garneau, Pierre A	Krey Packing Co.,	Pork Packers.....	2100 Bremen ave.
Garrels, G. W	Franklin Bank,	Banking.....	Fourth and Morgan sts.
Garrett, Walter L		Commission.....	Kansas City, Mo.
Garrison, O. L	Big Muddy Coal &	Iron Co.....	912 Wainwright Bldg.
Garvey, Lawrence	L. Garvey & Co.,	Produce and Com..	1412 N. Broadway.
Gasser, Emil	M. M. McKeen & Co.,		6 N. Second st.
Gatch, Elias S	Granby Mining and	S. Co.....	405 N. Sixth st.
Gaupel, Henry J	Geisel Mfg. Co.,		219 S. Second st.
Gaus, H., Jr.	Henry Gaus & Sons,	Box Factory...	Main and Madison sts.
Gebhardt, Geo. E	Geo. E. Gebhardt &	Bro., Grocer.....	7830 Ivory ave.
Geissmann, Otto	Highland Milling Co.,	Flour.....	Highland, Ill.
Geraghty, John E	Chapin & Co.,	Mill Feed.....	305 Chamber of Com.
Gerber, Charles	Gerber Fruit Co.,		910 N. Third st.
Gerdes, I. F	Gerdes Bros.,		East St. Louis, Ill.
Gerhart, P. G			3640 Washington ave.
Gerhart, Frank H	F. H. & C. B. Gerhart	Real Estate Co....	Wainwright Bldg.
Gerlach, W		Insurance.....	6 N. Third st.
Gessler, Emil W	E. W. Gessler & Co.,	Commission.....	111 N. Third st.
Gessler, E. A	Gessler & Kraussnick,	Broker.....	411 Olive st.
Gettys, James M	W. P. Gettys & Son	Provision Co.....	113 N. Main st.
Gettys, Thos. B	W. P. Gettys & Son	Provision Co.....	113 N. Main st.
Gfeller, Alfred		Lawyer.....	426 Roe Bldg.
Ghiselin, Horace	United Elev. & Grain	Co.....	516 Cham. of Commerce.
Ghio, James C			1001 Chestnut st.
Giesecke, Otto	Chas. Ehlerman Hop and	Malt Co....	Twenty-second and Scott.
Gieselman, F. H	Chris. Sharp Com. Co.,		202 N. Main st.
Giesler, John F	John F. Giesler & Bro.,	Feed.....	1831 Franklin ave.
Gillham, F. C	Alton Packing Co.,	Pork Packers.....	Alton, Ills.
Gillis, John G	Picker & Beardsley,	Commission.....	118 N. Main st.
Gilmartin, P. J		Broker.....	Merchants' Exchange.
Gintz, Adam	St. Clair Vinegar Co.		Belleville, Ill.
Ginocchio, D	Ginocchio Bros. & Co.,	Fruits.....	713 N. Third st.
Giraldin, Chas. E	Giraldin Bros. & Cates,	Real Estate.....	110 N. Eighth st.
Givens, Jos. W			415 Locust st.
Glaser, Carl S	Jos. Glaser & Son,	Brokers.....	317 Olive st.
Glaser, Joseph	Joseph Glaser & Son,	Brokers.....	317 Olive st.
Goddard, G. F	E. Goddard Flour Co.,		Second and Rutger sts.
Goddard, J. H	E. Goddard Flour Co.,		Second and Rutger sts.
Godlove, L	Strauss Studio		3514 Franklin ave.
Goebel, Fritz	F. Goebel & Sons,	Wholesale Grocers..	27-29 S. Second st.
Goeke, Fred'k W	F. W. Goeke & Co.,	Commission.....	22 N. Second st.
Goerger, G. A	Wm. Goerger Malting Co.,		1701 Singleton ave.
Goerts, August	Germania Life Ins. Co.,		208 Am. Central Building.
Goetz, Victor	Merchants' Exchange Bd.	of Flour Insp.....	129 Market st.
Goldman, J. D	Lesser Cotton Co.,	Cotton Factors.....	112 S. Main st.
Goodall, John R	W. H. Markham & Son,	Insurance.....	906 Century Building.
Goodnow, Frank	Miss. Valley Elev. &	Grain Co.....	Levee and Madison st.
Gordon, Samuel	Cox & Gordon	Provisions.....	1019 S. Third st.
Gordan, Thos. P		Grain..Bd. of T. Bldg.,	St. Joseph, Mo.
Gorman, John I			5395 Easton ave.
Grafeman, Wm	Grafeman Dairy Co.		2020 Franklin ave.
Graham, Ben B	Graham Paper Co.,		219 N. Main st.
Graham, G. L	G. L. Graham & Co.,	Com.....	301 Chamber of Commerce.
Graham, Robt. S	G. L. Graham & Co.,	Commission.....	301 Cham. of Com.
Grant, W. D	W. D. Grant Pkg. Co.,	Pork Packer.....	} 3830 Garfield ave.
Grant, Chas. A	W. D. Grant Pkg. Co.,	Pork Packer.....	
Grant, Alex D	A. G. Edwards & Son,	Brokerage Co. ....	412 Olive st.
Grant, John	St. Louis Transit Co.,	Gen'l Superintendent	3869 Park ave.
Grassmuck, Wm	Wabash Elevator,	Grain .....	Second and Biddle sts.
Gratz, Anderson	Warren, Jones & Gratz,	Bagging.....	106 Rialto Building.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging.....	106 Rialto Building.

Name.	Firm.	Business.	Location.
Graves, Oswald.....	Sidney C. Love & Co.,	.....	207 Chamber of Commerce.
Graves, W. W.....	National Biscuit Co.,	.....	205 LaSalle st., Chicago, Ill.
Gray, Melvin L.....	.....	Lawyer.....	509 Chestnut st.
Green, Francis X....	The Chas. Green Real	Estate Co ....	720 Chestnut st.
Green, H. H....	Green Car-Wheel Mfg. Co.,	President.....	3018 N. Broadway.
Green, Chas....	Chas. Green Real Est. Co.,	.....	720 Chestnut st.
Green, James....	Helmbacher Steam Forge	& Rolling Mill Co..	Barton & DeKalb.
Green, W. L., Jr....	W. L. Green Com. Co.,	Commission.....	62 Laclede Bldg.
Greene, O. H.....	National Lead Co.,	Comptroller....	Tenth and Clark ave.
Greer, Robert C.....	Greer-Anderson	Realty Co.....	719 Chestnut st.
Gregg, Norris B..	Mound City Pt. & Col. Co.,	Paints and Oils.....	811 N. Sixth st.
Gregg, W. H., Jr.	Monnd City Pt. & Col. Co.,	Paints and Oils.....	811 N. Sixth st.
Gregory, H. R.....	.....	Fire Insurance.....	101 Cham. Com.
Gregory, James A.....	.....	.....	5408 Maple ave.
Greve, Henry.....	John Wahl Com. Co.,	.....	2 S. Main st.
Grier, J. P.....	Schwartz, Dupee & Co.,	.....	10 Wall st., N. Y.
Grier, R. C.....	.....	Attorney.....	926 Rialto Bldg.
Griesedieck, Paul H..	H. Griesedieck & Co.,	.....	1184 S. Twelfth st.
Griesedieck, Bernard....	Nat'l. Brew'y Co.,	.....	Eighteenth and Gratiot sts.
Griesedieck, Joseph ....	Nat'l. Brew'y Co.,	.....	Eighteenth and Gratiot sts.
Griesedieck, Henry C..	Consumers Brewing	Co.....	1900 Shenandoah st.
Griesedieck, Henry, Jr..	Nat'l. Brew'y Co.,	Br'wrs... ..	Eighteenth and Gratiot sts.
Griesedieck, H. L..	H. L. Griesedieck & Co.,	Liquors.....	715 N. Sixth st.
Griesedieck, Frank...	H. Griesedieck & Co.,	Malster.....	1110 Park ave.
Griffin, T.....	.....	.....	812 S. Fourth st.
Grimm, Henry J.....	.....	.....	100 1/2 N. Fourth st.
Grone, Ed.....	Grone & Co.,	Soda.....	13 S. Eleventh st.
Grone, Henry.....	Grone & Co.,	Soda.....	13 S. Eleventh st.
Grone, John G.....	H. Grone Brewing Co.,	Brewery.....	2219 Clark ave.
Gronemeyer, C. L.....	.....	.....	2954 Clark ave.
Grossheider, Aug. F.....	.....	Hay and Grain .....	2817 Easton ave.
Grover, Hiram J.....	.....	Lawyer.....	Carleton Building.
Grubbs, H. B.....	Union Biscuit Co.	.....	Sixth and Carr sts.
Gruensfelder, Louis.....	.....	Pork Packer....	2029 Shenandoah ave.
Gruet, John P.....	Waters Pierce Oil Co.	.....	Odd Fellows' Building.
Gruner, A. A.....	.....	Lumber..	Chouteau and Compton av.
Guerdan, N.....	Guerdan Hat Co.	.....	Broadway and Walnut st.
Gunnison, Geo. W.....	Inland Oil Co.,	Oils.....	211 Commercial Bldg.

Haarstick, Hy. C..	St. L. & Miss. Val. Tr. Co.,	President.....	Main and Walnut sts.
Haarstick, Wm. T..	St. L. & Miss. Val. Tr. Co.,	Vice-President.	Main and Walnut sts.
Haddaway, W. S....	Consolidated Coal Co.,	.....	Laclede Building.
Haering, John.....	.....	Teamster .....	2016 S. Ninth st.
Haering, John Jacob.....	.....	Teamster .....	2016 S. Ninth st.
Haeussler, Herman A.....	.....	Lawyer.....	84 Laclede Building.
Hagerman, James.....	.....	Attorney... ..	606 Wainwright Building.
Hainsworth, Jonas.....	.....	.....	1520 Morgan st.
Haley, Claude E.....	D. I. Bushnell & Co.,	Seeds.....	109 N. Second st.
Hall, Charles A.....	Hall Bros.,	Stave Mfrs....	1102 Union Trust Bldg.
Hall, Chas. E.....	Langenberg Bros.,	Commission .....	417 Cham. of Com.
Hall, Duane .....	H. & L. Chase Bag Co.,	.....	8 N. Main st.
Hall, Geo. H.....	Nanson Commission Co.	.....	202 Chamber of Commerce.
Hall, John E.....	John E. Hall Com. Co.	.....	418 Chamber of Commerce.
Hall, Louis T.....	Nanson Commission Co.	.....	202 Chamber of Commerce.
Hall, Marshall.....	W. L. Green Com. Co.	.....	62 Laclede Building.
Hall, Thrasher.....	Hall & Carroll,	Ins. Adjuster.....	10 Republic Bldg.
Halliday, H. E....	H. L. Halliday Mllg. Co.,	.....	Cairo, Ill.
Hamilton, Alexander....	Gartside Coal Co.,	Coal .....	1121 Pine st.
Hammer, L. F.....	Hammer Dry Plate Co.,	.....	Ohio ave. and Miami st.
Hancock, D. J.....	.....	Insurance.....	906 Century Bldg.

Name.	Firm.	Business.	Location.
Handlan, A. H.	Handlan Buck Mfg. Co.,	Railroad Supplies.....	210 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.,	President.....	Ninth & N. Market st.
Hannigan, K. B.	Southern Ry.,	.....	705 Chemical Bldg.
Hanson, C. T.	P. B. Mathiason Mfg. Co.	.....	5310 N. Second st.
Hanson, P. M.	Nat'l Enam. & Stamp'g Co.,	Traffic Mngr.....	2nd st. and Cass ave.
Hanson, A. T.	Stanton & Lyons,	Grain.....	182 Cham. of Com.
Hardie, Andrew D.	Hunter Bros.,	Flour and Feed.....	60 Gay Building.
Harig, Albert J.	Annan, Burg & Co.	.....	117 N. Third st
Harris, Benj.	B. Harris & Co.,	Wool.....	Second and Walnut st.
Harrison, W. B.	W. B. Harrison & Co.	Hay and Grain.....	52 Gay Building.
Harroun, A. M.	Harroun Elevator Co.,	.....	St. Joseph, Mo.
Harstick, J. C.	.....	Teamster.....	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.,	Printing.....	513 Market st.
Hartmann, Ernst.	E. Hartmann Hide &	Leather Co.....	1905 Shenandoah ave.
Hartmann, Rudolph.	R. Hartmann & Co.,	Commission.....	14 S. Second st.
Hartman, John.	.....	Merchant Tailor....	612 N. Broadway.
Hartnett, Jos. P.	L. M. Rumsey Mfg. Co.,	.....	810 N. Second st.
Hartzell, S. S.	Hartzell Light &	Milling Co.....	Poplar Bluff, Mo.
Harvey, Geo. H., Jr.	P. M. Brunner	Granitoid Co..	211 Odd Fellows' Bldg.
Harvey, R. S.	Franklin & Harvey,	Railroad Ties.....	Eldon, Mo.
Hattersley, F.	F. Hattersley Bro. & Co.	.....	205 Pine st.
Hattersley, Jos.	F. Hattersley Bro. & Co.	.....	205 Pine st.
Hauptmann, Peter.	Peter Hauptmann &	Co., Tobacco.....	513 N. Third st.
Hauser, G. A.	.....	Deceased.....	.....
Havlin, John.	W. B. Harrison & Co.,	Commission.....	52 Gay Building.
Hawes, Harry B.	.....	Lawyer.....	Lincoln Trust Bldg.
Hawken, Wm. H.	Jno. Jackson Investment	Co.....	51 Gay Building.
Haynes, Delos R.	Haynes Bros.,	Real Estate, 403 Union	Trust Building.
Haynes, W. J.	Front Rank Steel	Furnace Co.....	23rd & Lucas ave.
Hazard, Wm. P.	Monarch Rubber Co.	Vice-Pres't....	Bittner & Kenrick sts.
Healey, E. S.	Glencoe Lime & Cement Co.	.....	1400-A Old Manchester rd.
Heath, A. J.	A. J. Heath & Co.,	Commission....	304 N. Commercial st.
Heed, R. B.	Erie Despatch,	.....	12 Laclede Building.
Heege, Albert.	.....	Grocer.....	Clayton, Mo.
Heege, Theodore.	.....	Grocer.....	Kirkwood, Mo.
Heger, Frederick	Heger & Seiferth,	Game, etc.....	122 N. Main st.
Heidbreder, John H.	.....	.....	.....
Heinrichsmeyer, Henry	.....	Feed.....	6830 S. Broadway.
Heintz, Emil.	Franklin Mut. Ins. Co.	.....	720 N. Fourth st.
Heitzeberg, Chas. L.	Heitzeberg Pkg. Co.,	.....	Ninth st. and Cass ave.
Heitzeberg, Geo. C.	Heitzeberg Pkg. Co.,	.....	Ninth st. and Cass ave.
Helein, Geo. A.	.....	Cooperage.....	419 S. Fourteenth st.
Helery, M. F.	.....	Retail Liquors.....	112 N. Third st.
Hellman, A. M.	A. M. Hellman & Co.,	Wholesale Liquors...	508 N. Second st.
Hellman, Chas.	Hellman-Godlove	Mer. Co.....	120 N. Main st.
Heltzell, D. S.	H. C. Coleman Com. Co.,	.....	508 Cham. Com.
Heltzell, Harry Dallas.	A. J. Child & Son,	Commission.....	211 Market st.
Heman, Fred.	.....	.....	1817 Leffingwell ave.
Heman, G. A.	.....	Hay and Grain..	1221 N. Jefferson av.
Heman, John C.	Heman Construction	Co.....	108 1/2 N. Eighth st.
Hemenway, Wm. D.	Peugnet &	Hemenway, Ins....	902 Century Bldg.
Hendee, S. A.	S. A. Hendee & Co.,	Grain.....	Bushnell, Ill.
Henry, Frank R.	St. Louis Transit Co.,	Auditor.....	3869 Park ave.
Henseler, F. F.	Drayage Transfer Co.,	.....	10 Bridge Approach.
Henson, Mark.	County Supt. of Schools,	.....	Granite City, Ill.
Henze, F. W.	Old Rock Bakery Co.,	Baker.....	417 Lucas ave.
Herf, O.	Herf & Frerichs Chemical Co.	.....	4528 S. Broadway.
Hewit, O.	.....	Commission.....	1823 Cora Place.
Heydt, John B.	Heydt Bakery Co.	.....	1607 Biddle st.
Heyman, Wm.	Lackawana Line,	Agent.....	105 Ry. Exchange.
Hezel, Charles.	Hezel Milling Co.,	Millers.....	East St. Louis, Ill.
Hezel, Charles, Jr.	Hezel Milling Co.,	.....	East St. Louis, Ill.
Hezel, Moris	.....	.....	2937 Lafayette ave.
Hickey, Dewey A.	The N. K. Fairbanks	Co.....	Third and Convent sts.
Hickman, W. T.	Wiggins Ferry Co.,	Contracting Agt...	920 Security Bldg.



Name.	Firm.	Business.	Location.
Hilke, Christoph.....		Flour and Feed.....	8749 N. Broadway.
Hilke, Christ H.....	Christ Hilke,	Feed.....	8747 N. Broadway.
Hill, Ewing.....	Western Advertising Co.		306 Century Building.
Hill, Wm. T.....	J. H. Teasdale	Commission Co.....	100 N. Fourth st.
Hill, G. W.....			1748 Preston pl.
Hill, Walker.....	American Ex. Bank,	President.....	207 N. Broadway.
Hillar, W. T.....	Erie Dispatch,		12 Laclede Bldg.
Hinchman, J. G.....		Prov'n Inspector..	22 S. Commercial st.
Hindman, James H.....		Farmer.....	Rockwood, Ill.
Hirsch, I. C.....	Cal. Hirsch & Sons Iron &	Rail Co.....	212 Clark ave.
Hirschberg, F. D.....	F. D. Hirschberg & Bro.,	Insurance.....	123 N. Third st.
Hitchcock, Henry.....		Attorney..	709 Wainwright Building.
Hitchcock, E. A.....	Secretary of the Interior,		Washington, D. C.
Hoagland, Wm. Y.....	Police Officer,		4408 N. Nineteenth st.
Hobart, B. F.....	Kansas & Texas Coal Co.,	President.....	195 Laclede Building.
Hodgkins, Daniel.....			Eldred, Ill.
Hodgkins, Elbert.....	Kehler Bros.,	Flour....	402 Chamber of Commerce.
Hoffmann, August.....	Hoffman Stave Co.,	Coopers.....	Dexter, Mo.
Hoffman, Geo. E.....	Merchants'-Laclede Nat.	Bk., Cashier....	Fourth and Olive sts.
Hoffman, S. H.....		Builder.....	Globe-Dem. Building.
Hofman, Louis.....	Mound City Ice & Cold	Storage Co.....	3019 N. Broadway.
Hofmann, F. W.....	Hofmann Bros. Pro. Co.,	Prod. Com.....	700 N. Second st.
Hofmann, E. G.....	Hofmann Bros. Pro. Co.,	Prod. Com.....	700 N. Second st.
Hogan, C. C.....	McReynolds & Co.,	Grain.....	820 Security Bldg.
Holbrook, Walter J.,	Blackwelder-Holbrook	Realty Co.....	107 N. Seventh st.
Holland, Frank.....	Mound City Coupe, Mess.	& Livery Co.....	8420 Lindell ave.
Holland, Geo. H.....	Bridge & Beach Mfg. Co.,	Stoves.....	Main and Almond sts.
Holliday, Omar.....	Fulton Bag & Burlap Co.		612 S. Seventh st.
Holliday, Sam'l N.....		Attorney.....	52 Laclede Bldg.
Hollmann, Julius.....	Fischer Flour Co.,		202 Market st.
Holmes, Jesse H.....	H. & L. Chase Bag Co.,		18 N. Main st.
Holtzclaw, Frank.....	The Jeffras Cloak Co.,		Hannibal, Mo.
Hopkins, James.....			Security Bldg.
Hoppius, Herman F.....	Mullen & Hoppius	Painting Co.....	114 Olive st.
Horn, Benjamin F.....		Cooperage.....	E. St. Louis, Ill.
Horn, Benj. F., Jr.....	Benj. F. Horn,	Cooperage.. Mo. ave..	E. St. Louis, Ill.
Horn, Chas. W.....	Benj. F. Horn,	Cooperage.. Mo. ave..	E. St. Louis, Ill.
Horner, E. P.....	Allen-West Com. Co.,		104 S. Main st.
Hornhardt, Curt.....			Baltimore, Md.
Hornsby, Joseph L.....		Attorney.....	520 Rialto Bldg.
Horstman, Julius C.....	Jas. W. Scudder & Co.,	Whol. Grocers.....	425 S. Seventh st.
Hospes, Richard.....	Ger. Sav. Institution,	Cashier.....	Fourth and Pine sts.
Houghtlin, D. M., Jr.....	Wiggins Ferry Co.		923 Security Bldg.
House, Richard J.....		Hay and Grain....	65 Gay Bldg.
Howard, F. F.....	W. P. Howard & Co.,	Commission....	414 N. Commercial st.
Howard, J. J.....	W. P. Howard & Co.,	Commission.....	408 N. Levee.
Howard, L. J.....	Evans & Howard Fire	Brick Co.....	920 Market st.
Howard, John W.....		Liquors.....	307 N. Garrison ave.
Hoyt, E. R.....	Hoyt Metal Co.,	Secretary.....	4143 Clayton ave.
Hubbard, Robt. M.....	Hubbard & Moffitt,	Commission Co.....	322 Pine st.
Hudson, Wm. A.....	Hudson Bros. Com. Co.,	Commission.....	212 N. Second st.
Hudson, John.....		Cotton.....	Barry and Kosciuski sts.
Huff, C. H.....		Machinery.....	Levee and Morgan st.
Hug, Henry.....	Laclede Hay & Grain Co.,		110 So. Jefferson ave.
Hull, Wm. L.....	Wm. L. Hull & Co.,	Commission.....	520 Cham. of Com.
Hundley, J. H.....	W. L. Green Com. Co.		62 Laclede Bldg.
Hunn, Eugene F.....	C. H. Cauby & Co.,		Chamber of Commerce.
Hunter, R. D.....	Hunter-Phelan S. & T. Co.,		Fort Worth, Tex.
Hunter, E. O.....	Hunter Bros.,	Grain and Feed.....	60 Gay Bldg.
Hunter, Henry.....	Chris. Sharp Com. Co.,		202 N. Main st.
Huppert, W. E.....	Klausman Brewery Co..	Book-keeper.....	8689 S. Broadway.
Hussmann, Henry.....			Red Bud, Ill.
Husted, Edward C.....	St. Joe Lead Co.,		166 Laclede Building.
Hutchinson, R. R.....	Mechanics' Bank,	President.....	Fourth and Pine sta.

Name.	Firm.	Business.	Location.
Hutchinson, Jas...	Jas. Hutchinson & Sons,	Sugar Brokers.....	712 Spruce st.
Huttig, C. H.....	Huttig Sash & Door Co.,		3900 Chouteau ave.

Imbs, Joseph F.....	J. F. Imbs	Milling Co.....	122 S. Main st.
Imbs, Al. V.....	J. F. Imbs	Milling Co.....	120 S. Main st.
Inman, B.....	D. R. Francis & Bro. Com. Co.,		214 N. Fourth st.
Isaacs, Chas. W..	Isaacs & Sherry Grain Co.		213 Chamber of Commerce
Ismert, Jno.....	Pinckneyville Milling Co.,		Pinckneyville, Ill.

Janes, J. M.....			Chamber of Commerce.
Jannopoulo, D.....	Mo. Tent & Awning Co.,	Tents.....	102 N. Second st.
Jasper, Louis A.....	Jasper & Sellmeyer,	Commission.....	835 N. Third st.
Jenkins, Hunter Ben.....		Columbia Pkt. Co.....	Foot of Vine.
Jennings, A. M.....	Printing Telegraph	News Co.....	307 Cham. Com.
Jenkins, B. C.....		Broker.....	Bank of Commerce Bldg.
Joerger, G. A.....	Wainwright Brewery,	Teamster.....	Tenth and Gratiot sts.
Johnson, F. N.....	Simmons Hdw. Co..		Ninth & Spruce st.
Johnson, M. B.....			202 N. Third st.
Johnson, Chas.....	R. W. Weighing Ass'n,	Agent.....	704 Houser Building.
Johnson, James Lucas.....			4244 Washington ave.
Johnston, George S..	Johnston T. F. & Met.	Co., Tin Foil Manuf..	6020 S. Broadway.
Johnston, Wm. C.....	Donk Bros.,	Coal & Coke Co.....	314 N. Fourth st.
Jones, Breck.....	Miss. Valley Trust Co.,	2d V.-P & Counsel....	201 N. Fourth st.
Jones, Charles, Jr.....			52 Laclede Bldg.
Jones, C. Norman..	St. Louis Brewing Assn.		702 Wainwright Building.
Jones, Ezekiel....	Jones-Pope Produce Co.,	Commission.....	917 N. Fourth st.
Jones, Geo. P.....	Geo. P. Jones & Co.,	Oil.....	704 N. Main st.
Jones, L. F.....	Warren, Jones & Gratz,	Bagging.....	Rialto Building.
Jones, Vincent M..	John Mullally Com. Co.,		405 Chamber of Commerce.
Jordan, Wm. E.....		Florist....	Union and Spaulding aves.
Judson, F. N.....	Judson & Green,	Lawyers.....	500 Rialto Building.
Judd. W. D.....		Grain.....	506 Chamber of Commerce.

Kaehler, E.....	Interstate Despatch,	Agent.....	305 Houser Building.
Kahle, Otto.....			914 N. Grand ave.
Kahn, Joseph.....		Insurance.....	305 Olivest.
Kaiser, Henry.....	John G. Kaiser & Co.,	Grocers.....	901 Franklin ave.
Kaiser, Jacob.....	Jacob Kaiser & Co.,	Manufacturers....	Third and Elm sts.
Kaiser, Jno. H.....	Kaiser & Lindeman	Grocer Co.....	Eighth & Wash sts.
Kalb, C. R.....	G. O. Kalb & Son,	Insurance.....	957 Century Bldg.
Kalbfleisch, J. H.....	Miss. Valley Elev. &	Grain Co.....	Foot of Madison st.
Karns, W. H.....	Dan'l P. Byrne & Co.,		318 Chamber of Commerce.
Karst, Eugene....	Mut. Life Ins. Co. of Ky.		354 Century Bldg.
Kauffman, H. M.....	G. H. Walker & Co.,	Broker.....	310 N. Fourth st.
Kauffman, John W.....			Kings Highway and Lindell Blv.
Kauffman, F. E....	Kauffman Milling Co.,		514 Chamber of Com.
Kaune, Wm. G.....	Wonderly Coal Co.,		Worden, Ill.
Kavanaugh, W. K..	Interstate Car Transfer Co.....		818 Security Bldg.
Keeble, W. B.....	Senter & Co.,	Commission.....	25 S. Third st.
Keheler, P. F.....		Investments.....	6154 Plymouth ave.
Kehoe, C. J.....	F. D. Hirschberg & Bro.,	Insurance.....	123 N. Third st.
Kehlor, D. M.....			3000 Pine st.
Kehlor, J. B. M.....	Kehlor Bros.,	Milling....	401 Chamber of Commerce.

Name.	Firm.	Business.	Location.
Keiflein, John M.	Consolidated Coal Co.,	Superintendent	Foot of Locust st.
Keirse, W. H.	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Keiser, C. J.	Keiser Bros. Milling Co.,	Flour	Mt. Olive, Ill.
Keiser, Robert H.		Real Estate	417 Pine st.
Kennard, Sam. M.	Kennard & Sons Carpet	Co., Carpets	Fourth and Washington
Kennedy, Maxwell	Kennedy Com. Co.,	Grain and Hay	418 Cham. of Com.
Kennedy, Samuel G.		Insurance	956 Century Building.
Kennedy, T. D.	Jeremiah Murphy,	Pork Packer	2315 Morgan st.
Kennedy, John H.		Broker	511 Bd. of T., Kan. City, Mo.
Kennett, Wm. P.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Kent, H. V.	Kent & Purdy Paint Co.		701 N. Second st.
Kerens, R. C.		Railroads,	Third Nat'l Bank Building.
Kerls, Charles T.		Flour and Feed	2031 Salisbury st.
Ketchum, Horace F.	Langenberg Bros.	& Co.	417 Chamber of Commerce.
Keyes, S. P.		Livery	1100 St. Ange ave.
Kidder, Edward M.		Broker	Bank of Commerce Bldg.
Kiely, P. M.	P. M. Kiely & Co.,	Commission	914 N. Third st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Locust st.
King, Lawrence L.		Fire Insurance	835 Century Bldg.
King, Wm. J. 2nd	Mass. Mutual Life,	Manager	Century Bldg.
Kingsland, L. D.	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo.	Central Union Brass Co.		828 N. Second st.
Kinney, Horace E.	Mattoon Elev. Co.,		Mattoon, Ill.
Kinsella, James	Kinsella & Co.,	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.	715 Spruce st.
Kirk, H. F., Jr.	Waggoner-Gates Milling	Co.	Independence, Mo.
Kissner, John	Foskett & Kissner,	Feed	4323 N. Broadway.
Klasing, Aug. F.		Groceries and Feed	5034 N. Broadway
Klauber, John	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klein, Jacob	Klein & Hough,	Attorneys	902 Rialto Bldg.
Klein, Jno. S.	Geo. S. Mephram & Klein,	Dry Paints	Sidney st. and Levee.
Klenk, Charles	A. Laux & Son Pork	Packing Co.	Russell and DeKalb st.
Knebel, L.	L. Knebel & Co.,	Grain and Lumber	Pierron, Ill.
Knehans, H. W., Jr.	H. W. Knehans & Sons,	Commission	1022 N. Third st.
Knight, Geo. W. J.	Meyer Bros. Drug Co.,	Salesman	Fourth st. and Clark ave.
Knight, Harry F.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Knoblauch, C. O.		Boneblack	3218 Russell ave.
Knox, C. G.	National Stock Yards,	V.-Pres.	National Stock Yards, Ill.
Koch, Arthur			1811 S. Fourteenth st.
Koechig, Wm.	Jos. A. Buckland & Co.,	Hay and Grain	103 S. Third st.
Koehler, C.	Columbia Brewing Co.		Twentieth and Madison sts.
Koehler, Henry, Jr.	American Brewing Co.		2818 S. Seventh st.
Koehler, Hugo A.	The American Bw'g. Co.,		2825 S. Broadway.
Koehler, Julius H.	Columbia Br'wing Co.,		Twentieth and Madison st.
Koenigsmark, Jacob J.		Flour Mill	Waterloo, Ill.
Koenigsmark, T.		Milling	Waterloo, Ill.
Koenig, William	Wm. Koenig & Co.,	Farm Machinery	120 S. Eighth st.
Kohlbr, Louis		Feed	8254 S. Jefferson ave.
Kohlbr, Louis, Jr.	Louis C. Kohlbr &	Bro., Feed	8407 Missouri ave.
Kohl, F.	Kohl & Niemann,	Feed	Venice, Ill.
Kohn, R. D.	Kohn & Co.		815 N. Fourth st.
Kolb, Adolph		Feed	911 S. Seventh st.
Kotany, M.		Stock and Bond Broker	400 Olive st.
Kracke, J. H.	J. H. Kracke Grain Co.		208 N. Fourth st.
Krausse, E. B., Jr.	Page & Krausse Mfg.	& Mining Co.	410 Valentine st.
Kraussnick, E. C.	Gessler & Kraussnick,	Brokers	411 Olive st.
Krenning, H. B.	F. H. Krenning & Sons,	Grocers	818 N. Third st.
Kretschmar, Ernest		Provisions	2700 Cherokee st.
Krey, Fred	Krey Packing Co.,	Pork Packers	21st and Bremen ave.
Kriekhaus, A.	A. Kriekhaus & Co.,	Hides and Commission	410 S. Main st.
Kriekhaus, Arthur			2411 Lemp ave.
Krite, F. H.	Hezel Milling Co.,	Millers	East St. Louis, Ill.
Kroeger, Mathias	Henry Sayers & Co.,	Commission	412 Cham. Com.
Kron, A.		Livery Stable	2123 N. Tenth st

Name.	Firm.	Business.	Location.
Kuenke, Henry.....		Flour and Feed.....	2653 Gravois ave.
Kuhlman, Henry W.....	Kuhlman & Bros.,	Grocers and Feed....	2304 Bremen ave.
Kuhn, Francis.....	St. Louis Distilling Co.,	.....	Twenty-third and Madison sts.
Kuhn, Robert C.....	Bartlett, Kuhn & Co.,	Grain and Hay.....	54 Gay Bldg.
Kuhs, Aug. H.....	Louis Obert Brewery,	.....	Twelfth and Lynch sts.
Kuhs, H. W.....	H. W. Kuhs & Co.,	Grocers and Com.....	28 S. Third st.
Kunz, Henry.....		Malster.....	1313 Ann ave.
Kupferle, E.....	Kupferle Bros. Mfg. Co.	.....	600 N. Second st.
Lackland, R. J.....	Boatmens' Bank,	President....	4th and Washington ave.
Lackland, Edgar C.....		.....	58 Laclede Building.
Lahey, Thos. P.....		Speculator.....	205 N. Third st.
Lamping, W. C.....		Broker.....	212 Cham. of Com.
Lamy, Chas. O.....	J. H. Teasdale Com. Co.,	.....	100 N. Fourth st.
Lamy, Joseph F.....	Cobb & Gardner,	Commission.....	317 Cham. of Com.
Landau, Louis.....	Landau & Co.,	Grocers.....	317 N. Second st.
Lang, George.....	Braun-Lang Com. Co.,	Flour and Commission..	Gay Building.
Lang, B. H.....	B. H. Lang & Co.,	Commission.....	415 Cham. of Com.
Lang, Ben S.....	B. H. Lang & Co.	.....	415 Cham. of Com.
Langenberg, Geo. F.....	Langenberg Bro. &	Co., Commission....	417 Cham. of Com.
Langenberg, H. F.....	Langenberg Bro. &	Co., Commission....	417 Cham. of Com.
Langenberg, H. H.....	Langenberg Bros. &	Co., Commission ..	417 Cham. of Com.
Langenberg, C. H.....	Front Rank Steel	Furnace .....	23rd and Lucas ave.
Langton, J. J. P.....	Langton & McCall,	Prov. Broker .....	802 Spruce st.
Lanitz, George.....		Grain.....	322 Pine st.
Lansing, E. W.....	Thos. Bennett & Co.,	Brokers..	220 Chamber of Commerce.
Larimore, N. G.....	Elk Valley Farming Co..	.....	Larimore, N. Dakota.
Larimore, Jameson .....		Farmer.....	Larimore, N. Dakota.
Lassen, Chas. F.....	Fisher & Co.,	Real Estate.....	714 Chestnut st.
Latal, John J.....	J. J. Latal Roofing Co.	.....	1518 N. Tenth st.
LaTourette, James..	Columbia Zinc Works,	.....	Marion, Ind.
Latta, H. J.....	Maxwell & Crouch Mule Co.,	.....	National Stock Yards.
Laughlin, J. R.....		Real Estate.....	606 Fullerton Bldg.
Laux, Anton J.....	Anton Laux & Son,	Pork Packer..	Russell & DeKalb aves.
Lawnin, Jos. D.....		Lumber.....	807 N. Levee.
Lee, W. H.....	Merchants'-Laclede Nat'l	Bk., Pres.....	Fourth and Olive sts.
Lee, Wm. H.....	W. H. Lee & Co.,	Wholesale Liquors...	311 N. Second st.
Leftwich, W. M.....		.....	413 Cham. of Com.
Lehman, S. M.....	Lehman Bros.,	Commission.....	16 William st., N. Y.
Lelong, A. A.....	Citizens' Bank,	Cashier.....	New Orleans.
Lemcke, L.....	L. Lemcke & Co.,	Commission.....	322 Pine st.
Lemp, Wm. J.....	W. J. Lemp Brewing Co.,	Pres't .....	Thirteenth and Cherokee.
Lemp, Louis F.....	W. J. Lemp Brewing Co.,	Supt .....	Thirteenth and Cherokee.
Lemp, Wm. J., Jr..	W. J. Lemp Brewing Co.,	V-Pres't...	Thirteenth and Cherokee.
Lemp, Carl A.....	W. J. Lemp Brewing Co.,	Treas .....	Thirteenth and Cherokee.
Leonhardt, R. H.....	Saxony Mills,	Flour.....	312 Lombard st.
Lepp, Henry .....		Flour Mill.....	DeSoto, Mo.
Levy, Falk.....		Mdse. Broker.....	709 Lucas ave.
Lewis, Arnold C.....	Kehler Bros.,	Millers...	401 Chamber of Commerce.
Lewis, Turner T.....		.....	305 Wainwright Building.
Lewis, J. R.....	J. R. Lewis,	Broker .....	120 N. Third st.
Lermann, John C.....		Feed.....	3228 S. Thirteenth st.
Lightholder, W. P..	Philibert & Lightholder,	Real Estate.....	17 N. Eighth st.
Lightner, Frank .....		.....	1408 Union boulevard.
Lindsay, John W.....	B. & O. S.-W. R. R.	.....	Broadway and Locust.
Lindsay, W. C.....	L. H. & St. L. Ry.,	Com'l. Agent .....	208 N. Broadway.
Lippelt, Lewis A. J.....		Real Est. & Loans .....	824 Chestnut st.
Lippelt, G. H.....	G. H. Lippelt & Co.,	Dry Goods.....	805 Lucas ave.
Lisman, Anthony A.....	A. A. Lisman,	Bonds.....	25 Broad st., New York.
Litchfield, Parker H....	The Modern Miller	Co.....	57 Gay Bldg.
Little, Wm. C.....	W. C. Little & Bro. Inv.	Co.....	213 N. Fourth st.

Name.	Firm.	Business.	Location.
Little, H. J.	W. C. Little & Bro. Inv. Co.		213 N. Fourth
Lockwood, James Y.	Interstate Car Transfer Co.		518 Security Bldg.
Loeb, C. M.	American Metal Co., Limited,		304 Security Building
Loewen, David	Loewen Broom Corn & L. Co.		514 N. Main
Logeman, C. A.	F. H. Logeman Chair Co.		2000 N. Main
Lohmann, Wm. H.		Hay and Grain	614 Ann av
Louergan, T. J.	T. J. Louergan & Co.		507 Chamber of Commerce
Lothman, Wm.	Hafner-Lothman Mfg. Co.		Dock and Main
Louderman, John H.			510 Pine
Louderman, Jno. H., Jr.			510 Pine
Louderman, Henry B.			510 Pine
Louderman, H. B., Jr.	Swift & Co.,	Packers.	Nat'l. Stock Yards, I
Love, John E.	Love & Sons,	Real Estate	802 Chestnut
Love, Sidney C.	Sidney C. Love & Co.,	Grain, etc.	Bookery Bldg., Chicag
Lucas, James R.	J. R. Lucas & Co.,		45 Gay Building
Lucas, John B. C.	Miller & Fairbault,	Real Estate	709 Chestnut
Ludington, Elliot K.	H. & L. Chase Bag Co.		18 N. Main
Ludington, F. H.	H. & L. Chase Bag Co.		18 N. Main
Luehrmann, Aug. F. W.	Luehrmann Bros.	Hay & Grain Co., Com.	2200 N. 2nd
Lueking, A. C.		Drayman	8th and Washington av
Lueking, H. A.			Tenth and St. Charles st
Lukens, John A.	Brinson-Judd Grain Co.		208 Cham. of Com
Lumaghi, Joseph D.	Lumaghi Coal Co.		411 Olive
Lungstrus, Eugene	Lungstrus Dyeing & Cleaning Co.		1200 Park av
Lusk, Isaac P.	Diamond Joe Line,	Steamboat Agt.	Foot of Wash'n av
Luth, Fred L.	St. L. D. B. & Prov. Co.,	Provisions	3919 Papin
Lyle, Hugh Ranken.	Miss. Val. Trust Co.		Fourth and Pine st
Lyon, John			

Macbeth, Malcolm		Real Estate	108 N. Eighth
Mack, Henry W.	Connor Bros. & Co.,	Commission	45 Gay Building
Mackey, John	W. B. Harrison & Co.		53 Gay Building
Macy, E. F.	Star Egg & Cold Storage Co.,	Sec'y and Treas.	509 N. Main
Madill, George A.		Deceased.	
Maftt, Wm.	Mercantile Trust Co.		Eighth and Locust st
Maftt, Wm. C.			916 Security Building
Maginn, James P.		Lawyer.	421 Olive
Maguire Chas. J.	Maguire Coal Co.,		210 Mermod & Jaccard Bld
Maguire, Louis T.			108 N. Eighth
Mahony, M. F.	Traders Elevator,		East St. Louis, Ill
Mallinckrodt, Edw.	Mallinckrodt Chem. Wks., Mfg. Chem.		Mallinckrodt & 2
Mann, T. L.	H. Griesedlock & Co.,	Malsters.	1184 S. Twelfth
Manewal, Aug.	Manewal-Lange Cracker Co.		Seventh st. and Cass av
Marbes, C.	Eau Claire-St. Louis Lumb. Co.		2505 S. Broadwa
Markham, G. D.	W. H. Markham & Son,	Insurance.	906 Century Bld
Markle, C. N.	Markle Lead Works,		720 Rialto Building
Marks, David A.	Stobie Cereal Mills,	Macaroni & Verm.	711 N. Second
Marks, John J.	Stobie Cereal Mills,		711 N. Second
Marquis, P. S.	S. E. Barrett Mfg. Co.,	Gravel Roofing	109 N. Ninth
Marshall, Ben F.	Ben F. Marshall & Co.,	Grain	Blodgett, M
Marshall, F. E.	Continental Nat'l Bank,		Fourth and Olive st
Marshall, J. D.	J. D. Marshall Livery Co.		1028 N. Vandeventer av
Marshall, W. J.	Ware & Leland,		212 Cham. Cor
Martin, C. T.			208 Cham. of Commer
Martin, M., Jr.			3116 Eads av
Martin, Thos. King.	W. L. Green Com. Co.		63 Laclode Building
Marx, Henry			
Mason, Geo. H.			5745 Pine
Mason, Isaac M.	Atlas Transp. & Oil Co.,	President.	1002 Union Trust Bld
Massengale, John E.	St. Louis & Tenn. Riv. Pack. Co.,	Sec.	Foot of Pine
Masson, W. V.			



Name.	Firm.	Business.	Location.
Matthews, Wm.		Insurance.	118 N. Third st.
Matthews, Geo. T.	Geo. T. Matthews &	Co., Oils, etc.	806 N. Fourth st.
Maune, Leonard			
Maxon, John H.			4886 Westminster pl.
Mayer, Fred.	A. B. Mayer Mfg. Co.,	Fertilizers.	1020 N. Twelfth st.
Maynard, J. F.	Ice Machines,		320 S. Third st.
Mayo, T. R.		Merchant.	Clifton Hill, Mo.
Medanich, Thos		Ice.	1811 S. Fourteenth st.
Meek, A. J.	Meek Milling Co.,	Millers.	Marissa, Ill.
Meggison, L. M.	Red Line,	Agent.	Fourth and Chestnut sts.
Meier, Theo. G.	Heine Safety Boiler Co.,		707 Bank of Commerce Bldg.
Meier, Louis J.	Brockmeier & Sieving,	Commission.	118 S. Main st.
Meinecke, Wm		Flour.	1717 S. Broadway.
Menke, Geo. C.	Nelson Distilling Co.,		812 N. Fourth st.
Mephram, Geo. S.	G. S. Mephram & Klein,	Colors, etc.	Levee and Sidney sts.
Mephram, Hampden D., Jr		Exporter.	519 Lincoln Trust Bldg.
Merrell, H. S.	J. S. Merrell	Drug Co.	620 Washington ave.
Mertz, Jacob W.			208 Market st.
Messerly, S. A.		Live Stock.	Union Stock Yards.
Messmore, John L.	Ballard, Messmore &	Co., Commission.	520 Cham. of Com.
Meyer, Edwin J.	Wash'n Mut. Fire	Ins. Co	421 Olive st.
Meyer, Ferd P.	John F. Meyer & Sons,	Miller.	172 Laclede Building.
Meyer, George F.	St. Louis Cooperage Co.,		Main and Arsenal sts.
Meyer, John P.	John P. Meyer & Co.,	Brokers.	411 Olive st.
Meyer, Herman J.	Jno. F. Meyer & Son,	Flour.	172 Laclede Bldg.
Meyer, C. H.	C. H. Meyer & Co.,	Hay and Grain.	1109 Cass ave.
Meyer, Theo. F.	Meyer Bros. Drug Co.,	Druggists.	Fourth st. & Clark ave.
Meyer, F. Heinrich.	Brinckmeyer-Meyer	Hay & Grain Co.	1109 N. Broadway.
Meyer, John F.	John F. Meyer & Son,	Millers.	172 Laclede Building.
Meyer, Peter H.	Peter H. Meyer & Son,	Feed.	1808 N. Ninth st.
Meyer, J. H. Aug	Meyer Supply Co.,	Brewers' Supplies.	22 S. Main st.
Meyer, Chas. W.	St. Louis Brewing	Ass'n.	1724 Lafayette ave.
Meyer, Wm. A.	Jno. P. Meyer & Co.,	Brokers.	411 Olive st.
Michael, Martin.	Michael Transportation Co.,	Transportation.	2451 Kosciusko st.
Michaelis, Ernst.		Stocks and Bonds	304 N. Fourth st.
Midlam, W. T.	Empire Line,		Fourth and Chestnut sts.
Miller, Aug.	Miller Grain & Elevator Co.,		Lincoln Trust Bldg.
Miller, D. C.			4541 Maryland ave.
Miller, W. A.	Sullivan & Miller,	Feed.	1417 N. Broadway
Milleson, C. D.	C. D. Milleson & Co.,	Hay and Grain.	East St. Louis, Ills.
Milliken, B. H.			322 Pine st.
Milliken, John T.	John T. Milliken & Co.,	Mfg. Chemists.	948 Chouteau ave.
Miner, F. J.	Cella Com. Co.,	Broker.	Fourth and Pine st.
Mitchell, John E.	Mitchell-Parks Mfg. Co.,		1234 S. Seventh st.
Mitchell, W. R.		Broker.	118 N. Fourth st.
Mittler, John G.	John Wahl Com. Co.,	Commission.	Main and Market sts.
Moerschel, Jacob.	Spring Brewing Co.		St. Charles, Mo.
Moffett, L. A.	Moffett & Francisous,	Real Estate.	703 Chestnut st.
Moffitt, Charles S.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Moffitt, N. L.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Mohlenbrock, Malto.	Bank of Campbell Hill.		Campbell Hill, Ill.
Monteith, Geo. F.	T. W. Carter & Co.,	Commission.	114 N. Fourth st.
Moore, Austin R.	St. L. & Miss. Val. Tr. Co.,	Treasurer.	Main and Walnut sts.
Morgan, Geo. H.	Merchants' Exchange,	Secretary.	Merchants' Exchange.
Morgan, Arthur R.		Broker.	116 N. Fourth st.
Morris, H. E.	Cumberland Gap Desp.		206 N. Broadway.
Morrison, Chas.		Attorney.	Waterloo, Ill.
Morrison, Thomas.	Morrison Tent & Awning Co.		115 Olive st.
Morrison, Robt. W.	R. W. Morrison Const. Co.,	Builders.	408 N. Eleventh st.
Morrison, Fred.	Morrison Bros.,	Live Stock, etc.	Ramsey, Ills.
Morrissey, John F.	J. B. Buss Mills,		1444 N. Broadway.
Morse, Samuel S.	Morse Bros.,	Commission.	400 N. Second st.
Morton, Claude A.	Morton & Co.,	Commission.	509 Cham. of Com.
Morton, T. B.	Morton & Co.,	Commission.	509 Cham. of Com.
Moser, Leo.		Hotel.	809 Pine st.

Name.	Firm.	Business.	Location.
Mudd, John H.			
Mudge, Geo.	D. R. Francis & Bro. Com. Co.		214 N. Fourth st.
Mueller, Henry	Mueller C. H. H. & Transfer Co.		2520 Bismarck st.
Mueller, William G.	Wm. G. Mueller	Produce Co.	2nd & Washington ave.
Mulcahey, Morris		Teamster	19 N. Main st.
Mulcahy, Patrick		Builder	804 N. Eighth st.
Mulford, W.	W. Mulford & Co.,	Brokers	311 Pine st.
Mullally, Dan'l. S.	Langenberg Bros. &	Co., Commission	417 Cham. of Com.
Mullally, John	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Martin J.	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Jno. D.	Ballard, Messmore &	Co., Commission	520 Cham. of Com.
Mullally, Joseph J.	J. R. Lewis & Co.,	Broker	120 N. Third st.
Munday, C. B., Jr.	Munday-Settlemyre Co.,	Grain	Litchfield, Ills.
Munson, Tracy	The N. K. Fairbanks Co.		Third and Convent sts.
Murphy, Daniel J.	I. H. Woodbury & Co.,	Grain, etc.	240 LaSalle st., Chicago.
Murphy, Jeremiah		Pork Packer	2315 Morgan st.
Murphy, P. C.	P. C. Murphy Trunk Co.,	Trunks	504 N. Third st.
Murphy, J. L.		Grain	Pinckneyville, Ill.
Myers, E. M.	Geo. Taylor Commission Co.		100 S. Main st.
Myerson, Samuel F.		Printing	Third and Vine sts.
Myerson, G. S.			1820 Victor st.
Mynders, Arnold H.	Rogers Salt Co.,	Salt	220 Pine st.

McAllister, R. S.	American Refrigerator Transit Co.		Century Building.
McAllister, John			5664 Von Versen ave.
McBlair, Wm.		Manfs. Agent	1005 Chemical Bldg.
McCann, James V.	McCann & Dowling,		1140 Chestnut st.
McCarthy, H. T.	General Chem. Co.,	Chemicals	14th and Gratiot sts.
McChesney, W. S., Jr.	Terminal R. R. Assn., V. P. and G. M.		Union Station.
McClellan, C. W.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, Frank P.	Eaton, McClellan &	Co., Commission	19 N. Main st.
McClellan, J. S.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, Thos. G.	N. C. & St. L. Ry.,		310 Chamber of Commerce.
McCloskey, Hugh	McCloskey Bros.,	Commission	437 Poydras ave., N. O.
McCluney, John H.	State Nat'l Bk. of St. L.,	2nd V.-P.	Fourth and Locust sts.
McClung, James	Vandalia Line,	Contracting Agt.	802 Century Bldg.
McClure, C. E.	Lake Shore F. F. Line,	Agent	414 Rialto Building.
McCormack, Edw.			Gay Bldg.
McCormick, Wm. H.	Bemis Bros. Bag Co.		601 S. Fourth st.
McCoy, Joseph	St. Louis Printing Co.		220 Pine st.
McCully, Wm.			
McDonald, John		Contractor	Fort Scott, Kan.
McGehee, Jas. Stewart	W. L. Green Com. Co.		62 Laclede Bldg.
McGowan, W. A.	Red Line Transit Co.,		Sixth and Olive sts.
McGrew, Geo. S.	Geo. D. Barnard & Co.,	Blank Books	Laclede & Vandeventer.
McGroarty, Edw. J.	Mercantile Delivery Co.		817 N. Twelfth st.
McIntyre, Geo.		Insurance, Agent	220 Union Trust Building.
McKeen, M. M.	M. M. McKeen & Co.,	Butter and Cheese	6 N. Second st.
McLain, J. T.	McLain-Alcorn Com. Co.		701 N. Third st.
McMahan, J. H.	J. H. McMahan & Co.,	Brokers	201 N. Second st.
McManama, M. G.			
McMillan, Wm.		Deceased	
McMorrow, P. J.	P. J. McMorrow & Co.,	Brokers	215 Chamber of Commerce.
McNair, L. G.	McNair, Harris Real Estate Co.		722 Chestnut st.
McNeiley, J. A.	J. A. McNeiley & Son,	Live Stock	Union Stock Yards.
McPheeters, T. S.	McPheeters' Wareh. Co.,		1104 N. Levee.
McRee, W. G.			Union Trust Building.
McReynolds, Geo. S.	McReynolds & Co.,	Grain	Security Building.
McSorley, B. J.		Broker	215 Chamber of Commerce.

Name.	Firm.	Business.	Location.
Nagel, Charles.....	Nagel & Kirby,	Lawyer.....	Security Building.
Nagle, Richard.....		Teamster.....	205 Pine st.
Nanson, Joseph S.....	Nanson Commission	Co.....	202 Chamber of Commerce.
Napier, Robert C.....	Hubbard & Moffitt,	Commission.....	322 Pine st.
Nash, George..	Nash-Smith Tea and Coffee	Co.....	918 N. Sixth st.
Nasse, August.....		Wholesale Grocer....	209 N. Second st.
Neale, Charles T.....	Victoria Flour Mills,	Millers.....	Main and Mound sts.
Nedderhut, A.....			8003 Lafayette ave.
Nedderhut, C. Otto.....			8003 Lafayette ave.
Nedderhut, Emil A.....			8003 Lafayette ave.
Neilson, H. W.....	Campbell Paint & Glass	Co.....	Main and Gratiot sts.
Nelson, J. M., Jr.....	L. C. Nelson &	J. M. Nelson, Jr..	Equitable Building.
Nelson, L. C.....	L. C. Nelson &	J. M. Nelson, Jr.....	Equitable Bldg.
Neuhoff, Hector.....		Lawyer.....	52 Laclede Blv.
Newell, James P.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Newell, Joseph T.....	Victoria Flour Mills,		Main and Mound sts.
Nichols, R. M.....		Lawyer....	Bank of Commerce Bldg.
Nichols, Walter..	White, West Shore & Nickel	Plate F. F. Lines....	414 Rialto Bldg.
Nicholls, Chas. C....	Nicholls-Ritter Realty	Co.....	718 Chestnut st.
Nicholson, John.....	Washburn-Crosby Co.,	Flour.....	222 Granite Bldg.
Nickerson, John....	Nat'l Bk of Commerce,	2d V-Pres't....	Broadway and Olive.
Nicolaus, Henry..	Green Tree Brewery Co.,	Superintendent....	Ninth and Sidney.
Niedringhaus, Alex...	St. Louis Press Brick	Co.....	Equitable Bldg.
Niedringhaus, Thos. K.	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, F. G....	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Wm. F..	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Geo. W..	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niemann, G. A.....	Kohl & Niemann,	Grocer.....	Venice, Ill.
Niemeyer, Chas. L....	Schultz & Niemeyer,	Commission..	Levee and Madison sts.
Niese, Julius.....	Niese Grocer Co.,	Grocer.....	27 S. Main st.
Nobbe, Fred.....	Geo. Henseler Oil Co.		8 S. Main st.
Noble, John W.....	Noble & Shields,	Lawyer.....	614 Rialto Building.
Noel, Henry G..	Noel-Young Bond & Stock	Co., Bankers.....	304 N. Fourth st.
Noel, Henry M..	Noel-Young Bond & Stock	Co., Banker.....	304 N. Fourth st.
Nolan, W. T.....	C. P. Burr & Co.,	Commission.....	324 Rialto Building.
Nolker, W. F.....	Brinkworth & Nolker	Brew. Co.....	802 Wainwright Bldg.
North, Frank M.....			Labadie, Mo.
Northrop, Reid.....	Am. Ref. Trans. Co.,	President.....	Century Bldg.
Northrop, Sanford....	Am. Ref. Trans. Co.,		Century Building.
Noyes, Wm. A.....		Insurance.....	954 Century Bldg.
Nurre, Frank.....	F. Nurre & Bro.,	Feed.....	1515 Market st.

Obert, Louis.....	Louis Obert Brewery,	Brewers.....	Twelfth and Lynch sts.
Obert, Louis, Jr.....	Louis Obert Brewery,	Brewers.....	Twelfth and Lynch sts.
O'Brien, John.....	John O'Brien Boiler	Works Co....	11th and Mullanphy sts.
Ocker, Henry W.....		Insurance.....	Century Bldg.
O'Connor, P. J. J.....	O'Connor & Co.,	Market Reporter.....	112 Chestnut st.
O'Connor, P. J. J., Jr.....			
Odendahl, F. J.....	F. J. Odendahl & Son,	Com..	706 Liv., Lon. & Globe Bld., N. O.
O'Donnell, Hugh.....	Napoleon Hill Cotton	Co.,... ..	116 S. Main st.
O'Donnell, John....	Jno. O'Donnell & Bro.,	Contractors.....	1912 Carr st.
O'Donnell, Patr'k....	Jno. O'Donnell & Bro.,	Contractors.....	5015 Raymond.
Oehler, Emil..	Ill. Hydraul. Press Brick Co.,	Gen. Mgr.....	Union Trust Building.
Oetgen, Fred....	E. O. Stanard Milling Co.,	Teamster.....	Main and Dickson sts.
Oetgen, George H.....	Broadway Hay &	Grain Co.....	2204 N. Broadway.
O'Reilly, Robert J.....		Physician..	602 N. 17th st.
O'Reilly, Andrew J.....	Supervisor City	Lighting.....	City Hall.
O'Rourke, Jno. J.....	Stanton & Lyons,		182 Cham. of Com.
Orr, Ed. S.....	Missouri Trust Co.,	President....	Seventh and Locust sts.



Name.	Firm.	Business.	Location.
Orthwein, W. J.....	C. F. Orthwein's Sons,	Commission.....	107 N. Third st.
Orthwein, Chas. C....	C. F. Orthwein's Sons,	Commission.....	107 N. Third st.
Orthwein, Ralph H.....	Sempire Clock Co.,	.....	1808 N. Sixteenth st.
Orthwein, W. D.....	W. D. Orthwein Grain	Co.....	303 Chamber of Commerce.
Orthwein, F. C.....	W. D. Orthwein Grain	Co.....	303 Chamber of Commerce.
Orthwein, Edgar T..	W. D. Orthwein Grain	Co.....	303 Chamber of Commerce.
Orthwein, W. E.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Orris, Frank E.....	Orthwein Investment	Co.....	Security Bldg.
Orvis, Otto A.....	Bartlett Com. Co.	.....	505 Chamber of Commerce.
Ostermayer, Philip .....	.....	General Store...	4419 Washington ave.
Ostermayer, Geo.....	.....	.....	8022 N. Broadway.
Ott, Wm. F.....	.....	.....	.....
O'Toole, Wm.....	John Mullally Com. Co.,	.....	405 Chamber of Commerce.
Overall, John H.....	.....	Lawyer.....	122 Laclede Building.
Overstolz, Herman.....	.....	Foreign Banker ....	108 N. Broadway.
Owings, Zebulon P.....	O'Connor & Co.,	Market Reporter.....	112 Chestnut st.
Paddock, Gaius.....	Paddock-Hawley	Iron Co..	Tenth and Spruce sts.
Panhorst, J. C.....	Staunton Milling Co.,	.....	Staunton, Ill.
Parker, Wm. F.....	W. F. Parker R. E. Co.	.....	617 Chestnut st.
Parkhurst, W. A. S....	The N. K. Fairbanks	Co.....	1114 S Third st.
Parle, John J.....	Rose & Parle,	Brokers.....	307 Pine st.
Parrott, James D....	Parrott-Baxter Grain	Co.....	105 Cham. Com.
Parry, Geo. F.....	.....	.....	4340 Olive st.
Pasquier, A. G.....	A. G. Pasquier & Co.,	Insurance.....	949 Century Bldg.
Parsons, Charles.....	State Nat'l Bk. of St. L.,	President.....	Fourth and Locust sts.
Paschedag, William .....	.....	Teamster.....	3623 St. Louis ave.
Paule, Edwin J....	D. Paule Mercantile Co.,	.....	7700 Ivory ave.
Paule, Herman .....	.....	Feed.....	117 Blow st.
Pechmann, Julius .....	Pechmann Bros.,	Confectioners.....	3201 Lucas ave.
Peck, Stephen.....	Stephen Peck & Bro.,	.....	228 Lincoln Trust Bldg.
Peck, John A.....	Stephen Peck & Bro.,	Real Estate...	228 Lincoln Trust Bldg.
Peckham, O. H.....	O. H. Peckham Candy	Mfg. Co.....	Seventh and Spruce sts.
Penaloza, Henri De.....	.....	Broker.....	204 Security Bldg.
Pendleton, R. J.....	McReynolds & Co.,	Elevator.....	920 Security Bldg.
Penningroth, Henry G.....	South St. Louis	Nursery.....	5600 Gravois ave.
Penny, Joseph L.....	Terminal R. R. Assn..	Com'l Agent.....	120 Rialto Bldg.
Peper, Christian .....	.....	Tobacco.....	727 N. Main st.
Perrin, John D.....	Fyffe Bros. & Co.,	Grain.....	58 Gay Building.
Peters, F. W.....	Peters Dry Goods Co.,	.....	2604 N. Fourteenth st.
Petri, T. F.....	Thos. Akin,	Com.....	203 Chamber of Commerce.
Petri, Arthur C .....	.....	.....	211 Chamber of Commerce.
Petring, Geo. H....	Henry Petring Groc. Co.,	Wholesale Grocers .....	721 Spruce st.
Pettker, Henry.....	.....	Grocer.....	2300 Cass ave.
Peugnet, Ernest....	Peugnet & Hemenway,	Insurance Agent...	902 Century Bldg.
Pfeffer, E. S.....	Pfeffer Milling Co.	.....	Lebanon, Ill.
Phelps, H. W.....	.....	.....	3758 Westminster Place.
Phillips, R. F.....	R. F. Phillips & Co.,	Cotton Brokers.....	115 Walnut st.
Phinney, H. R.....	Chas. Phinney Co.,	Whol. Grocers..	305 W. 2d st., Alton, Ill.
Picher, O. H.....	Picher Lead Co.,	.....	Joplin, Mo.
Picher, W. H.....	Picher Lead Co.,	.....	Joplin, Mo.
Picker, Erich .....	Picker & Beardsley,	Commission.....	118 N. Main st.
Pickel, W.....	Pickel Marble & Granite Co.,	.....	1901 N. Broadway.
Pierce, H. C.....	Waters Pierce Oil Co.,	Oils.....	Odd Fellows Building.
Pierce, Wm. B....	Alton Roller Milling Co.,	.....	Alton, Ill.
Pindell, Wm. H.....	Pindell Bros. & Co.,	Millers.....	Hannibal, Mo.
Pingree, Samuel S .....	F. C. Taylor & Co.,	Commission.....	204 N. Main st.
Pittman, Trabue.....	.....	Solicitor.....	309 N. Third st.
Plant, Alfred.....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.
Plant, F. S .....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.
Plant, George H....	Geo. P. Plant Mill. Co.,	President.....	502 Chamber of Com.

Name.	Firm.	Business.	Location.
Plant, Samuel.....	Geo. P. Plant Mill Co.,	.....	502 Chamber of Commerce.
Platt, P. C.....	Platt & Thornburgh Paint	Co.....	Seventh and Franklin ave.
Platt, Chas. R.....	Platt & Thornburgh	Paint Co.....	620 Franklin ave.
Poland, A. A.....	Ontario Despatch.	Agent.....	102 N. Fourth st.
Pomeroy, E. A.....	.....	.....	4022 Castleman ave.
Pommer, Robert.....	D. I. Bushnell & Co.,	.....	109 N. Second st.
Poole, Henry S.....	Calumet Grain &	Elev. Co.....	116 N. Fourth st.
Pope, Edmund O.....	Jones-Pope Produce	Co.....	917 N. Fourth st.
Pope, Wm. S.....	.....	Lawyer.....	8625 Lindell ave.
Pope, John J.....	Siemers & Chisholm,	.....	300 Chamber of Commerce.
Pope, Chas.....	Chas. Pope Glucose Co.,	.....	Chicago, Ill.
Porteous, W. M.....	Can. Pac. Despatch,	Agent....	125 Chamber of Commerce.
Porter, John C.....	Hope Mining Co.,	President.....	77 LaClede Building.
Post, Lewis W.....	Blackmer & Post,	Sewer-Pipe Co....	Sixth & Locust sts.
Postel, Julius.....	Postel Milling Co.,	.....	Mascoutah, Ill.
Postel, George.....	P. H. Postel Mill. Co.,	.....	Mascoutah, Ill.
Postel, Philip H., Jr.....	.....	.....	.....
Potter, Henry S.....	St. Louis Hay Exch.,	President.....	720 S. Theresa ave.
Powell, D. R.....	Carroll & Powell Insurance	Co.....	115 N. Third st.
Powell, George F.....	Connor Bros.,	Commission.....	Gay Building.
Powell, Willis J.....	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc.	325 N. 2nd st.
Powell, Willis J., Jr.....	.....	.....	3108 Morgan st.
Powell, W. W.....	Hubbard & Moffitt Com.	Co.....	322 Pine st.
Powers, Wm. F.....	Geo. P. Plant Mill Co.,	.....	Main st. and Chouteau ave.
Prante, C. F.....	Prante & Meyer,	Hay and Grain.....	214 Lesperence st.
Price, J. Boyle.....	St. Louis Transit Co.	.....	3869 Park ave.
Price, Thos. E.....	T. E. Price & Co.,	Commission.....	205 N. Third st.
Price, Burtis.....	.....	Commission.....	205 N. Third st.
Priesmeyer, W. H.....	.....	Salt.....	1003 Carr st.
Pritchett, John.....	West St. Louis Feed Co.	.....	6760 Manchester ave.
Prunty Chas. E.....	.....	Grain and Grass Seed....	1 S. Main st.
Puff, Fred.....	Brosseau & Co.,	.....	111 N. Third st.
Putnam, Lyman W..	Terminal R. R.	Assn.....	120 Rialto Building.

Quesnel, Chas. J.....Chris. Sharp Com. Co.,.....202 N. Main st.  
 Quinlivan, Sol. J..Sol. J. Quinlivan & Sons, Grain and Produce..4469 W. Belle Pl.  
 Quinlivan, Jno. R.....Sol J. Quinlivan & Son.....800 Theresa ave.  
 Quinette, Oliver.....Sam'l Cupples Woodenware Co.....7th & Spruce sts.

Rae, Wm. J.....Jno. E. Hall Com. Co. ....418 Chamber of Commerce.  
 Ramsay, W. A.....Union Stock Yards, Sec'y & Treas...Foot of Breman ave.  
 Randall, B. F.....Cotton.....311 Chestnut st.  
 Ranken, Robert.....Real Estate.....1516 Locust st.  
 Rassfeld, A.....A. Rassfeld & Co., Wholesale Liquors....222 Market st.  
 Rassieur, Leo.....Attorney.....406 Market st.  
 Rauh, Chas. H.....Rice, Stix & Co., Dry Goods..10th st. & Washington av.  
 Rawlings, E. W....Alzheimer & Rawlings, Bonds and Stocks....215 N. Fourth st.  
 Beardon, James A..........  
 Rebstock, Charles...Chas. Rebstock & Co., Wholesale Liquors....200 S. Main st.  
 Redemeyer, W. H. Jr.....Redemeyer & Hollister Com. Co....1107 N. Third st.  
 Regel, Charles.....Regel Flour Co. ....833 N. Third st.  
 Rehbein, Albert A....H. A. Rehbein & Co., Commission.....105 N. Main st.  
 Reller, August F.....A. F. Reller & Son, Groceries and Feed..3533 N. Broadw'y  
 Reno, John B.....Peerless Milling Co. ....3505 Gratiot st.  
 Reynolds, Alfred C.....Commission.....510 Houser Bldg.  
 Rhodes, George S.....Teamster.....602 N. Fourth st.

Name.	Firm.	Business.	Location.
Rice, Thomas A.	Rice-Dwyer Real	Est. Co.	822 Chestnut st.
Rice, E. P.	Andrews, Rice & Co.,	Real Estate	806 Chestnut st.
Rich, Morris	Rich Construction Co.		Roe Building.
Richardson, Arthur P.	Richardson Com.	Co.	52 Gay Building.
Richeson, Thomas	Evans & Howard	Fire Brick Co.	920 Market st.
Richmond, Manley G.	Shaw & Richmond	Produce Co.	829 N. Third st.
Richmond, Robt. G.	R. G. Dun & Co.		814 Pine st.
Richter, Gustav	Piggott Store Co.,		Piggott, Ark., and Rialto Bldg.
Ring, John		Provision Broker	106 Gay Building.
Ring, John, Jr.	John Ring,	Provisions	106 Gay Building.
Ring, Vincent P.	Christy Fire Clay Co.		8 Laeade Building.
Rippe, Charles	Chas. Rippe Tent & Duck	Co.	19 S. Fourth st.
Robbins, James Monroe		Farmer	New Madrid, Mo.
Roberts, Geo. N.	Bemis Bros. Bag Co.		601 S. Fourth st.
Robertson, J. K.		Farmer	2023 Olive st.
Robinson, Geo.	Marcus Bernheimer Milling & Merc. Co.		208 N. Fourth st.
Robinson, George R.		Deceased	
Robinson, Francis Lee	Missouri Forage	Supply Co.	428 So. Theresa ave.
Robinson, Geo. R., Jr.	Robinson, Danforth	& Co., Milling	8th and Gratiot sts.
Robyn, Paul	Roeslein & Robyn,	Insurance	801 Century Bldg.
Roeder, Fred'k J.	Miller Bros. & Co.,	Commission	982 N. Third st.
Roeder, Charles	Chas. Roeder & Co.,	Butter and Cheese	821 N. Third st.
Roederer, E. L.	Nickel Plate F. F. Line,	Cont. Agent	414 Rialto Building.
Roederer, F. X.	Terminal R. R. Assn.,	Agent	Eleventh and Poplar sts.
Roemheld, Wm.			1181 Morrison ave.
Roennigke, Fred	Parrott-Baxter Grain	Co.	105 Chamber of Commerce.
Roever, John C.	Jno. C. Roever & Co.,	Feed	4101 Natural Bridge Road.
Rogers, Albert Jackson	Rogers Salt Co.		220 Pine st.
Rooke, Wm. A.	Logan & Bryan,	Broker	210 Chamber of Commerce.
Roos, Sol.	American Metal Co., Limited.		904 Security Building.
Roper, John S.	Grafton Quarry Co.		415 Locust st.
Rose, Hugh C.	Rose & Parle,	Brokers	807 Pine st.
Rosenberg, G.		Cotton	26 S. Commercial st.
Ross, Jacob	Mound City Distilling	Co.	2116 S. Second st.
Rotet, W. H.	Fulton Bag and Burlap Co.		612 S. Seventh st.
Rotty, E. J.	E. J. Rotty & Co.,	Feed	Seventh st. and Russell ave.
Rowe, B. J.	Illinois Central R. R.,	Commercial Agt.	808 N. Broadway.
Rowell, Clinton		Lawyer	814 Rialto Building.
Rowland, D. P.			4400 W. Bell place
Rump, Aug.	Mer. Ex. Bd. Flour Insp.,	Flour Inspector	129 Market st.
Rump, Herman A.	P. P. Williams	Grain Co.	408 Cham. of Com.
Rumsey, Moses	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Ruprecht, Jos.	Missouri Express Co.,	Exp. and Mess.	218 Morgan st.
Ruprecht, W.	W. & F. Ruprecht,	Gen'l Contractors	6781 S. Broadway
Rutter, Bernard	Rutter Bros.		St. Libory, Ills.
Ruxton, Robert	Ruxton & Co.,	Grain	Miami, Mo.
Ryan, M. J.	Silver Creek Mining Co.,	Pres. & Treas.	419 Commercial Bldg.
Ryan, John F.			418 Cham. of Com.
Ryan, Frank K.		Lawyer	506 Olive st.
Ryan, Wm. H.	Gallaher, Limited,	Leaf Tobacco	Henderson, Ky.
Ryan, Wm. F.			Chamber of Commerce.
Saeger, Wm.		Feed Store	2919 N. Broadway.
Sale, S. B.	Sale Commission Co.		2610 Park ave.
Sampson, C. H.	Nonotuck Silk Co.		Tenth and St. Charles sts.
Samuel, Aderton	W. D. Orthwein Grain	Co.	802 Cham. of Com.
Samuel, Web. M.	United Elev. & Grain	Co., Supt.	516 Cham. of Com.
Samuel, Ed. M.	Adams & Samuel,	Com.	100 Rialto Bldg., Chicago.
Samuel, Wm. P.			City Hall.
Sander, Enno	Enno Sander Mineral	Water Co.	125 S. Eleventh st.

Name.	Firm.	Business.	Location.
Sander, Albert E.		Grocer and Feed...	3772 S. Broadway.
Sands, James T.			510 Pine st.
Sanford, J. W.	Jno. H. Wren & Co.,		218 Chamber of Commerce.
Sartorius, Peter	Sartorius Prov. Co.,		2734 Arsenal st.
Sauer, Nicholas	Sauer	Milling Co	Evansville, Ill.
Sauer, Philip E	Sauer Milling Co.		Evansville, Ill.
Saunders, Parker.		Broker	Gay Building.
Sayers, Geo. N.		Provisions.	116 N. Fourth st.
Sayers, Henry	Henry Sayers & Co.,		412 Cham. Com.
Saylor, H. N.	H. N. Saylor Cooperage Co.,	Staves and Heading	107 S. 16th st.
Schaeffer, Geo.	Schaeffer Bros. & Powell,	Soap and Candles	825 N. Second st.
Schaeffer, Jacob	Schaeffer Bros. & Powell,	Soap and Candles	825 N. Second st.
Scharff, L.	L. & A. Scharff,	Liquor	15 S. Second st.
Scharff, M.		Flour	1440 N. Broadway.
Scharff, Nicholas	Nicholas Scharff &	Sons Grocer Co	704 N. Second st.
Scharff, Adolph	L. & A. Scharff,	Liquors	15 S. Second st.
Scharff, Edward E.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, Sidney N.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharringhausen, W. C.	Fred. Diekmann	Feed Co., Feed	2318 S. Broadway.
Schawacker, C.		Livery	414 S. Third st.
Scheitlin, Chas.	Hilmer, Scheitlin Com.	Co.	824 N. Third st.
Schenkel, Henry	John G. Haas Soap Co.,	Soap Manufactory,	5020 Benedict ave.
Schlaflly, August	State Bank of Carlyle,	Cashier.	Carlyle, Ill.
Schlueter, Fritz		Teamster	816 Montgomery st.
Schmidt, O. M.	O. M. Schmidt & Co.,	Groc. and Com.	117 N. Second st.
Schmidt, E. H.			1211 Morrison ave.
Schmitt, Henry	Hope Mut. Ins. Co.,	Secretary	Granite Bldg.
Schmith, Albert L.	Kehlor Milling Co.		Kansas City, Mo.
Schnell, J. R.			Harrisonville, Mo.
Schoen, Isaac A.			120 N. Main st.
Schoenhard, Louis P.	Charter Oak Stove	& Range Co.,	1440 N. Main st.
Schoening, Edw. F.	Columbia Star Milling	Co.	Columbia, Ill.
Schollmeyer, Christian	Hassendeubel Bro.,	& Co., Commission	2nd & Chestnut.
Schopp, Jacob	Jacob Schopp & Bro.,	Produce Co.	721 N. Third st.
Schopp, Conrad	Conrad Schopp & Co.,		Third and Wash st.
Schoppe, Henry C.	H. C. Schoppe & Son,	Commission	118 Vine st.
Schorr, Jacob B.	C. G. Stifel Brew. Co.,		1911 N. Fourteenth st.
Schreiner, Francis L.	Schreiner-Flack	Grain Co.	116 N. Fourth st.
Schreiner, Jacob	Schreiner-Flack Grain	Co., Commission	116 N. Fourth st.
Schroth, Peter A.		Insurance	944 Century Bldg.
Schuetz, John G.		Wine Grower	Stratmann, Mo.
Schuelte, Henry E.	G. J. Schuelte & Co.,	Commission	507 Cham. of Com.
Schuelte, John J.	Geo. J. Schuelte & Co.,	Commission	507 Cham. of Com.
Schultz, Henry	Schultz & Niemeyer,	Commission	Levee and Madison sts.
Schultz, Chas. O.	C. F. Orthwein's Sons,	Commission	107 N. Third st.
Schulz, John, Jr.	Schulz Bros.,	Feed	Webster Groves, Mo.
Schulz, Otto J.	Zelle Bros. P. & C. Co.,		702 N. Third st.
Schulze, Chas. H.	Schulze Bros.,		116 N. Main st.
Schurmann, Henry	Hanover-Star	Milling Co	Germantown, Ill.
Schweickardt, Chas.	Schweickart & Halle,	Caterers	Forest Park.
Schwidde Henry		Feed	2515 N. Fourteenth st.
Scott, Robt. E.		Broker	322 Pine st.
Scott, W. S.	Mo. and Ill. Coal Co.		805 Mermod-Jaccard Bldg.
Scruggs, C. O.	Scruggs-McClure Coal	Co.	506 Union Trust Building.
Scruggs, R. M.	Scruggs, Vandervoort &	Barney D. G. Co.	Broadway & Locust.
Scudder, Charles			3524 Washington ave.
Scudder, John A.			604 Security Building.
Scudder, W. A.	Scudder-Gale Grocer Co.		714 Spruce st.
Scullin, John	Wiggins Ferry Co.,	President	915 Security Building.
Sears, W. H.	Jno. Jackson Inv. Co.,	Secretary	51 Gay Bldg.
Sears, Gilbert	Advance Elevator,	Superintendent	400 Cham. of Com.
Sebastian, Henry W.	Miss. Val. Elev. &	Grain Co.	Madison st. and Levee.
Seele, F. W.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Sehlinger, Anton	Sehlinger Grain Co.,		Belleville, Ill.
Sellers, John M.		Roofers	317 Wainwright Building.

Name.	Firm.	Business.	Location.
Sellner, A. C.	Steinwender & Sellner,	Liquors.....	117 S. Broadway.
Senter, Charles Parsons	Senter Com. Co.	.....	25 S. Third st.
Senter, John A.	Senter Commission Co.,	.....	Third and Walnut sts.
Sessinghaus, T. W.	Union Refrigerator	Transit Co.....	Century Bldg.
Sessinghaus, Wm.	.....	.....	1444 St. Louis ave.
Sexton, Henry D.	H. D. Sexton & Bro.,	Real Estate.	Sexton Bldg., E. St. L., Ill.
Seybt, Charles H.	Highland Milling Co.,	.....	162 Laclede Bldg.
Shapleigh, A. L.	Norvell-Shapleigh Hardware Co.	.....	4th & Washington ave.
Sharp, James.	.....	Provision.....	4578 Page ave.
Shea, Thos. F.	Plant System	.....	206 Houser Bldg.
Shedd, O. C.	Creve Cœur Lake Ice Co.,	.....	Fourteenth and Gratiot sts.
Sheehan, Robt. D.	Rombotis-Sharp	Tailoring Co.....	512 Pine st.
Sherry, Josiah E.	Isaacs & Sherry	Grain Co.....	218 Cham. of Com.
Shields, George H.	Noble & Shields,	Lawyer.....	Rialto Building.
Shirmer, Philip F.	.....	.....	1107 Tyler st.
Shotwell, E. O.	.....	.....	.....
Sickel, John T.	Sickel Bros., S. S. & Ins.	Agents...	234 LaSalle st., Chicago, Ill.
Siegel, Emil.	Belleville Dist. Co.,	Distiller.....	Belleville, Ill.
Siemers, Geo. F.	Siemers & Chisholm,	Commission.....	300 Cham. of Com.
Sieving, Fred A.	L. Lemcke & Co.,	Commission.....	322 Pine st.
Sieving, C. H.	.....	.....	3611 Ohio ave.
Simon, Chas. G.	Great Western Feed Co.	.....	818 Manchester ave.
Simmons, E. C.	Simmons Hardware Co.,	.....	Ninth and Spruce sts.
Simmons, Wayne G.	St. L. Ref. Co.	.....	Lewis and O'Fallon sts.
Simpkins, Allen T.	Renault Lead Co.	.....	423 Roe Bldg.
Simpson, J. C.	Consolidated Coal Co.,	President.....	Laclede Building.
Sinclair, Ed. W.	.....	Broker.....	108½ N. Eighth st.
Singer, Richard.	Kohn & Co.,	Brokers.....	Security Building.
Sisson, Wm. A.	R. G. Dun & Co.,	Merct. Agency..	Cham. of Com.
Skidmore, T. J.	Erie Despatch,	Agt.....	Laclede Bldg.
Skrainka, Fred.	Skrainka Con. Co.,	Contractors....	806 Security Building.
Slack, B. L.	Burlington Elevator Co.,	Secretary.....	64 Laclede Building.
Slade, Chas.	.....	Real Estate.....	Brunswick, Mo.
Slaughter, John B.	.....	Insurance.....	111 N. Third st.
Slevin, Eugene C.	.....	Lawyer.....	Lincoln Trust Bldg.
Sloan, William P.	Hamilton Bank,	.....	McLeansboro, Ills.
Smith, Chas. Hamlin.	Ry. Mail Service,	.....	4544 Morgan st.
Smith, S. Jenks	.....	Broker.....	Chamber of Com.
Smith, Alex. H.	.....	.....	411 Chamber of Com.
Smith, John Van.	Merchants' Dispatch	Trans. Co., Agent	Laclede Bldg.
Smith, F. W.	F. W. Smith Grain Co.,	.....	411 Cham. of Com.
Smith, Geo.	.....	.....	3656 Cleveland ave.
Smith, Wm. J.	Geo. P. Plant Milling Co.,	Millers....	502 Chamber of Commerce.
Smith, Daniel E.	D. E. Smith & Co.,	Commission.....	114 N. Fourth st.
Smith, Chas. H.	Surveyor of Customs,	.....	Custom House.
Smith, Breedlove	The Benton	.....	9th and Pine.
Smith, C. B.	R. G. Dun & Co.,	Mercantile Agency....	Cham. of Com.
Smith, James A. Jr.	.....	Coal & Feed....	Grand & Easton aves.
Smith, James Orr.	Smith & Payne,	Brokers.....	112 N. Fourth st.
Smith, E. B.	Blue	Line.....	202 Railway Exchange.
Smith, Eug. F.	E. F. Smith Grain Co.,	.....	Eighteenth and Olive sts.
Smith, C. W.	Smith, Vincent & Co.,	Commission.....	72 Gay Building.
Smith, Wm. E.	Plant Seed Co.,	.....	814 N. Fourth st.
Smithers, John A., Jr.	Smithers & Co.,	Undertakers.....	1415 Olive st.
Smithers, M. L.	Smithers & Block,	Hay and Grain.....	3015 Olive st.
Snow, Lewis E.	Delafield & Snow,	Insurance.....	850 Century Bldg.
Snow, W. E.	The N. K. Fairbank Co.,	.....	Third and Convent sts.
Snover, W. A.	W. A. Snover Com. Co.,	.....	600 Roe Building.
Sparks, H. J.	Gus V. Brecht B. S. Co.,	.....	Twelfth st. and Cass ave.
Sparks, Hosea B.	Sparks Milling Co.	.....	Alton, Ill.
Sparks, Charles F.	Sparks Milling Co.	.....	Alton, Ill.
Sparks, Chas.	Simmons Hardware Co.,	.....	Broadway and St. Charles st.
Speckart, Charles	.....	Grain.....	Pierron, Ills.
Spelbrink, Louis	.....	Livery Stable.....	1317 Franklin ave.



Name.	Firm.	Business.	Location.
Spencer, A. D.		Farmer	Sulphur Springs, Mo.
Spencer, Corwin H.			208 Cham. of Com.
Spencer, Harlow B.			208 Cham. of Com.
Spieler, George		Malster	1542 S. Seventh st.
Sprague, R. C.			500 N. Commercial st.
Stahl, F.		Teamster	2414 Menard st.
Stanard, E. O.	E. O. Stanard Milling Co.,	President	420 Cham. of Com.
Stanard, W. K.	E. O. Stanard Milling Co.,	Vice-President	420 Cham. of Com.
Stanley, Henry		Mill Furnishings Co.	919 N. 2nd st.
Stanton, Chas. W.	Stanton & Lyons,	Commission	132 Cham. Com.
Starr, E. E.	Fairbanks, Morse & Co.,	Scales, etc.	302 Washington ave.
Stebbins, L. W.			
Steele, John Gale	J. G. Steele & Co.,	Sackers, etc.	418 Cham. of Com.
Steele, Joseph W.	Jos. W. Steele & Co.,	Printers	18 N. Third st.
Steffan, Louis		Teamster	3504 Grace ave.
Stegall, J. N.	Allen West Com. Co.,	Commission	104 S. Main st.
Steigers, D. H.	St. Louis Hide and	Tallow Co.	5145 N. Second st.
Steinmesch, Henry	Wabash R. R.		Lincoln Trust Building.
Steinwender, Herman A.	Steinwender &	Sellner, Liquors	117 S. Broadway.
Steinwender, G. A.	Steinwender & Sellner.	Whiskies	117 S. Broadway.
Stephens, Jefferson		Grain	Hotel St. Louis.
Stephens, W. Speed	Central Nat'l Bank,	Cashier	Boonville, Mo.
Stevener, John	J. Stevener & Bro.,	Feed	1706 Cass ave.
Stewart, Alcee	Alcee Stewart & Co.,	Lumber	410 Cham. of Com.
Stewart, A. W.	A. W. Stewart & Co.,	Commission	410 Cham. of Com.
Stewart, A. C.	Stewart, Cunningham		
	& Elliott,	Lawyers	Rialto Building.
Stewart, A. M.	Jas. Stewart & Co.,	Grain El. Contrs.	302 Lincoln Trust.
Stewart, James C.	Jas. Stewart & Co.,	Grain El. Contrs.	302 Lincoln Trust.
Stickney, Wm. A.	W. A. Stickney Cigar	Co.	209 N. Fourth st.
Stifel, H. C.	Alzheimer & Rawlings	Investment Co.	217 N. Fourth st.
Stifel, Otto Fred'k.	C. G. Stifel Brew. Co.,	Brewing	14th and Howard sts.
Stock, Philip	St. Louis Brewing Assn.,	Secretary	702 Wainwright Bldg.
Stockton, F. W.	Traders' Despatch,		505 Houser Building.
Stoewener, F. F.			710 Julia st.
Stone, Leander	P. Hauptman & Co.,		513 N. Third st.
Stover, W. D.	Star Union Line,		809 Olive st.
Strain, Arthur R.	Robt. B. Brown Oil Co.,	Oil Manuf'rs	Rialto Building.
Stratton, Wm.	Lawrenceburg Roller Mills	Co.	Lawrenceburg, Ind.
Stuckmann, Emil		Drayman	1720 Elliott ave.
Studniczka, H.			2012 St. Louis ave.
Stuever, Anton C.	Home Brewing Co.,		Miami and Salena sts.
Sublett, Edwin H.	Fuel Oil Distributing	Co., Pres't.	618 Union Trust Bldg.
Sudborough, J. A.	Waters Pierce Oil Co.		Odd Fellows' Building.
Sullivan, T. J.	Sullivan & Miller,		1417 N. Broadway.
Sullivan, Patrick			701 Washington ave.
Sullivan, F. R.	North Shore Despatch,	Agent	Sixth and Olive sts.
Summa, Emil	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses	M. Summerfield & Co.,	Hides and Wool	218 N. Main st.
Sutherland, G. G.		Grain	102 N. Fourth st.
Swingley, W. S.	Hoyt Metal Co.		4143 Clayton rd.
Swift, W. H.	Fruin, Bambrick Con. Co.,	Contractors	721 Olive st.
Sykes, G. A.	St. Louis Commission Co.,		11 N. Main st.
Taaffe, B. P.		Contractor	4137 Manchester ave.
Tansey, Geo. J.	St. Louis Transfer Co.,	President	400 S. Broadway.
Taussig, John J.	J. & J. Taussig,	Brokers	627 Security Bldg.
Taussig, Jos. S.	J. & J. Taussig,	Brokers	627 Security Bldg.
Taylor, Wm. H.		Insurance	117 N. Third st.
Taylor, T. Carroll			114 N. Fourth st.

Name.	Firm.	Business.	Location.
Taylor, Phil. C.....	P. C. Taylor & Son,	Commission.....	509 Roe Bldg.
Taylor, E. M.....		Commission.....	508 Cham. of Com.
Taylor, C. H.....	F. W. Brockman	Commission Co.....	805 N. Third st.
Taylor, J. B.....	P. C. Taylor & Son,	Commission.....	509 Roe Bldg.
Taylor, Joseph C.....	Geo. Taylor Com. Co.		24 S. Main st.
Teasdale, Thos. B.....	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. Waller.....	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W.....	J. W. Teasdale & Co.,	Dried Fruits & Com.	7th & Poplar sts.
Teasdale, A. S.....			825 N. Fourth st.
Teasdale, Geo. W.....	J. W. Teasdale & Co.,	Dried Fruits.....	7th & Poplar sts.
Teasdale, C. H.....	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W., Jr.....	J. W. Teasdale & Co.,	Dried Fruit.....	7th & Poplar sts.
Teasdale, J. E.....	Century Hay & Grain Co.		415 Railway Exchange Bldg.
Teasdale, Everett P.....	Miller & Teasdale Co.,	Commission.....	825 N. Fourth st.
Tebbetts, L. B.....	Mansur-Tebbetts Imp. Co.,	Farm Machinery...	10th & Spruce sts.
Teichmann, Wm. C.....		City Chemist.....	1141 Market st.
Teichmann, Chas. H.....	Teichmann Com. Co.,	Commission.....	62 Gay Building.
Teichmann, Otto L.....	Teichmann Com. Co.,	Commission.....	62 Gay Building.
Telthorst, Herman.....		Flour and Feed.....	7501 S. Broadway.
Temple, Harry.....		Bookkeeper.....	412 Washington ave.
Temple, Joseph.....	Adams Express Co.,	Agent.....	407 N. Fourth st.
Templeman, W. J.....	Templeman & Co.,	Produce.....	950 N. Third st.
TenBroek, Gerrit H.....	TenBroek, Spooner &	Walsh, Attys.....	218 N. Seventh st.
Tepe, Carl H. A.....	Wm. Tepe Feed Co.,		2723 Laclede ave.
Tepe, William.....		Feed.....	2725 Laclede ave.
Terry, Albert T.....	John H. Terry & Sons,	Real Estate.....	621 Chestnut st.
Tesson, George B.....	Nanson Com. Co.		202 Chamber of Commerce.
Teuscher, T. S.....	T. S. Teuscher Com. Co.,	Liquors.....	320 N. Third st.
Tevis, Hupp.....	Tevis Com. Co.		116 N. Main st.
Thacher, Arthur.....	Central Lead Co.,		510 Pine st.
Thaw, Charlie.....	C. Thaw & Co.,	Life Ins. Agent.....	Bk. Com. Bldg.
Thompson, A. L.....	Cavender & Thompson,	Real Estate.....	716 Chestnut st.
Thompson, Wm. H.....	Nat. Bank of Com.,	President.....	Broadway and Olive st.
Thompson, E. F.....	G. A. Benton & Co.,	Grain.....	829 N. Third st.
Thompson, C. McClung.....	C. L. Thompson &	Son, Insurance.....	222 Pine st.
Thompson, Joseph B.....			4225 McPherson ave.
Thomson, A.....	Western Iron & Supply Co.,		938 N. Second st.
Thomson, Lewis W.....		Commission.....	417 Olive st.
Thomson, Wm. H.....	Boatmen's Sav. Bank,	Cashier.....	Fourth and Washington av.
Thomson, M. D.....	Thomson & Cooke	Cheese Co.....	318 N. Second st.
Thyson, John.....	Venice Elevator,		215 Chamber of Commerce.
Tice, Vilray.....	Forrester Bros.,	Commission.....	70 Gay Bldg.
Tiedemann, Geo. W.....	Chas. Tiedemann	Mfg. Co.....	O'Fallon, Ill.
Tilton, Edgar D.....	E. O. Stanard Milling	Co.....	420 Chamber of Commerce.
Timmerman, G. H.....	St. L. Iron & Machine	Works.....	Second and Chouteau ave.
Tinker, Z. W.....	Columbia Brewing Co.		Twentieth and Madison sts.
Tittmann, Harold H.....	St. L. Cooperage	Co.....	Main and Arsenal sts.
Todd, Henry R.....	Burlington Route,	Gen'l. Agent.....	502 Olive st.
Tontrup, Louis H.....	Papin & Tontrup,	Real Estate.....	626 Chestnut st.
Townsend, F. C.....	Townsend Com. Co.,		827 N. Third st.
Tower, George F., Jr.....	Goodwin Mfg. Co.,	Candles and Soap...	3332 Chouteau ave.
Tracy, John H.....	David Nicholson,	Grocer.....	15 N. Sixth st.
Trask, Isaac R.....	Trask Fish Co.,	President.....	510 N. Second st.
Trask, Walter B.....	Trask Fish Co.,		510 N. Second st.
Traunmiller, Joseph.....	Excelsior Brew. Co.,		5 S. Seventeenth st.
Trauernicht, F. C.....	Trauernicht & Shanks	Com. Co.....	826 N. Third st.
Triplett, John R.....		Insurance.....	944 Century Building.
Tucker, Chas. T.....		Grain.....	324 Lincoln Trust Bldg.
Tumbach, C.....	McCullough & Tumbach,	Commission.....	719 N. Third st.
Tune, Lewis T.....	The Bradstreet Co.		Security Building.
Tunstall, R. C.....	St. Louis Hay Exch.,	Vice-Pres.....	602 Theresa ave.
Tunstall, R. B.....	St. Louis Hay Exch.,	Secretary.....	602 Theresa ave.
Turner, Chas. H.....	Chas. H. Turner & Co.,	Real Estate.....	Wainwright Bldg.
Tutt, Dent G.....			807 Chestnut st.

Name.	Firm.	Business.	Location.
Twining, C. O.		Hay	Gay Bldg.
Tyler, George	Robert Atkinson & Co.,	Commission	808 N. Main st.

Udell, C. E.	C. E. Udell & Co.,	Cheese	410 N. Second st.
Underwood, Geo. A.	D. E. Smith & Co.,	Flour, etc.	114 N. Fourth st.

Vahlkamp, Henry	W. J. Lemp Brew. Co.,	Secretary	13th and Cherokee sts.
Valle, John F.	Desloge Con. Lead Co.,	Secretary	110 N. Fourth st.
Valler, Charles	Valler & Spies Milling Co.,		818 Chamber of Commerce.
Valler, Robt. C.	Valler & Spies Mlg. Co.,		818 Chamber of Commerce.
Van Arsdale, E. S.			
Van Blarcom, J. C.	Nat. Bank of Com.,	Vice-Prest.	Broadway and Olive st.
Vaughan, Wm. L.	Vaughan & Carnes,	Real Estate	Linn, Mo.
Veninga, George A.	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.	Smith, Vincent & Co.,	Commission	72 Gay Building.
Vogeler, Julius		Grocer and Com.	14 N. Third st.
Vogel, Charles F.		Real Estate	624 Chestnut st.
Vogelsang, L. E.			322 Pine st.
Vogelsang, Henry	Hubbard & Moffitt	Com. Co.	322 Pine st.
Vogelsang, Wm. H.			2218 Sullivan ave.
Von Wedelstaedt, R. Park		Real Estate	Wainwright Building.
Vordtriede, E. Henry		Mining	2019 Sidney st.
Voris, F. D.		Grain and Hay	Neoga, Ill.
Voris, George W.		Grain and Hay	Stewardson, Ill.

Waddock, Frank G.	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Wade, Festus J.	Mercantile Trust Co.		Columbia Building.
Wagenmann, Alfred J.	Clerk Court of	Criminal Correction	Four Courts.
Waggoner, E. L.	Brinson-Judd Grain Co.,	Commission	208 Cham. of Com.
Wagner, Charles		Pig Lead & Spelter	174 Laclede Bldg.
Wagoner, Geo. C. R.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wagoner, Henry H.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wahl, John	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.	John Wahl Com. Co.,	Commission	2 S. Main st.
Wainwright, Ellis	St. L. Brewers' Ass'n.		Wainwright Building.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck	Prov. Co., Provisions,	Montrose ave. and LaSalle st.
Walker, G. H.	G. H. Walker & Co.,	Brokers	810 N. Fourth st.
Walker, R. F.		Attorney at Law	926 Rialto Bldg.
Walker, W. C.		Real Estate	605 Fullerton Bldg.
Wall, Nicholas R.	Wall & Whittemore,	Insurance	208 N. Fourth st.
Walsh, Austin	Catholic Orphan Board,		1803 Locust st.
Walsh, Julius S.	Miss. Valley Trust Co.,	President	201 N. Fourth st.
Walsh, Peter		Teamster	8129 N. Twelfth st.
Walsh, Edward Jr.	Miss. Glass Co.,	President	4100 N. Main st.
Walsh, C. K. D.	Kehlor Bros.,		401 Chamber of Commerce.
Waltke, Louis H.	Wm. Waltke & Co.,	Soap	2nd and Grand ave.
Walton, E. S.		Commission	208 Cham. of Com.
Walton, Farwell			4121 N. Grand ave.
Wangler, Joseph F.	J. F. Wangler B. & S. W. Co.,	President	1547 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S. W. Co.,	Secretary	1547 N. Ninth st.
Wardrop, Richard	Bernet & Craft,		1440 N. Broadway.
Warren, Thomas	Warren Com. & Investment Co.		200 N. Second st.
Warren, John A.	J. W. Warren & Co.,		Eureka Springs, Ark.
Warwick, R. P.			



Name.	Firm.	Business.	Location.
Washer, S. R.	The S. R. Washer Grain Co.,		Atchison, Kas.
Wasserman, Bennett.	B. Wasserman & Co.,	Stocks and Bonds....	212 N. Fourth st.
Wasson, H. D		Broker .....	107 Cham. of Commerce.
Waterworth, Jas. A.	St. Louis Insurance	Surveys, President...	Rialto Building.
Watts, T. G.	T. G. Watts & Son,	Real Estate.....	1000 Chestnut st.
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Weber, Edward	Weber Drayage &	Warehouse Co.....	105 N. Second st.
Weber, Henry C			4472 Lindell ave.
Weil, Jacob P	Bernard, Baer & Co.,	Produce & Prov....	1418 N. Broadway.
Weil, Aug. J.			11 Broadway, N. Y.
Weil, Henry G			36 New st., N. Y.
Weinberg, Louis.	Funsten Bros. & Co.,	Commission.....	109 N. Main st.
Weissenborn, S. A.	S. A. Weissenborn &	Son, Coal.....	318 Olive st.
Welch, Ira		Insurance.....	812 Century Bldg.
Wells, Rolla	Mayor,		City Hall.
Wenneker, Chas. F	Wenneker-Morris	Candy Co.....	12 S. Third st.
Wernse, Wm. F.	The Wm. F. Wernse Co.,	Bonds & Stocks ....	Bk of Com. Bldg.
Wernse, H. H.	Wernse & Dieckman,	Brokers.....	317 N. Fourth st.
Werth, John E	Werth's Insurance	Agency.....	315 Chestnut st.
Werth, G. L	Werth's Insurance	Agency.....	315 Chestnut st.
Wertheimer, J. J	Wertheimer-Swarts	Shoe Co....	10th and Washington ave.
Westcott, W. B.	Westcott Com. Co.,	Commission.....	827 N. Third st.
Westcott, W. F.	Westcott Com. Co.,		827 N. Third st.
West, Courtney H.	Moffitt-West Drug	Co.....	617 N. Fourth st.
West, Thomas H	St. Louis Trust Co.,	President.....	Fourth and Locust sts.
Wetzel, Frederick L.	Dozier Bakery.		Sixteenth and Morgan sts.
Wheeler, Jas. L.			
Whitaker, Edwards	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
White, Chas. E.	Fulton Bag & Burlap	Co.....	612 S. Seventh st.
White, Edward W.	Central of Ga. Ry. Co.,	Agent.....	402 Houser Bldg.
Whitehead, S. A.	Nanson Commission	Co.....	202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.,	Insurance.....	Rialto Building.
Whitelaw, Geo. P			718 Security Building.
Whitelaw, Oscar L.	Whitelaw Bros.,	Paints and Oils.....	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.,	Paints and Oils.....	409 N. Second st.
Whitelaw, Chas. W.	Huse & Loomis I. &	T. Co.....	Security Building.
Whitmore, Daniel R.	Merchants' Exch.,	Ass't Secretary....	Third and Pine sts.
Whitmore, H. R.	Merchants' Exchange,	Asst. Secretary....	Third and Pine sts.
Whittemore, F. C	Wall & Whittemore,	Insurance.....	208 N. Fourth st.
Wickham, E. F.	Universal Acct. Co.,		2019 Lucas ave.
Wieder, Moses L.	Wieder Paint Co.,		1601 N. Broadway.
Wiedmer, W. H.	Gratiot St. Warehouse	Co.....	214 Chamber of Commerce.
Wiedmer, Fred.	Gratiot Street Warehouse	Co.....	214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse,		214 Chamber of Commerce.
Wiener, I. M.	Wiener Bros.,	Brokers.....	Wainwright Building.
Wiener, Adolph		Real Estate....	Wainwright Building.
Wilkinson, W. R.	Wilkinson, Hogenmiller	Com. Co.....	212 N. Main st.
Wilkins, W. T.	Senter Commission Co.		Third and Walnut sts.
Willard, C. A.			
Willard, Wm. G.		Manufacturer.....	619 N. Fourth st.
Williams, Elmer V.	Wm. Johnston & Co.,	Ship Agents....	208 Railway Ex. Bldg.
Williams, P. P.	P. P. Williams Grain Co.,	Commission.....	408 Cham. of Com.
Williamson, W. H.	Staunton Milling Co.		Staunton, Ill.
Willock, R. S.	L. & N. R. R.,	Contracting Agt....	206 N. Broadway.
Wilson, Chas. A.	Barron & Wilson,	Grain Samplers.....	422 Rialto Bldg.
Winkelmeyer, Christoph'r.	Interna. Bank,	President.....	4th & Chestnut sts.
Wirthlin, R. L.	Southern Coop. Co.,		110 Victor st.
Wiseman, Arthur A.	M. F. Hughes & Co.,	Broker....	225 4th ave., Pittsburg, Pa.
Wissmath, Chas., Jr.	C. Wissmath & Son	Pork Packing Co.....	1118 N. 12th st.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Witter, Ernest A.	Chapin & Co.,	Mill Feed.....	305 Chamber of Com.
Woelfle, Matt.	Baur Flour Co.,	Salesman.....	807 N. Second st.
Woerheide, A. A. B.	Lincoln Trust Co.,	Sec'y and Treas.....	710 Chestnut st.
Wolf, John		Hay and Grain..	507 S. Fourteenth st.
Wolfenden, C. F.	A. A. Paton & Co.,	Cotton.....	215 Elm st., Dallas. Tex.

Name.	Firm.	Business.	Location.
W, Julius R.	Peterson Com. Co.,		709 Carroll st.
Wagast, Louis		Feed.....	2187 Gravois ave'
Wabrnick, Henry	St. L. D. Beef and Pro.	Co.....	3919 Papin st.
Waltman, G.			908 Security Building.
Wanderly, Peter		Coal.....	1716 Carrst.
Wardlock, Frank D.	F. D. Woodlock & Co.,	Commission..	111 N. Third st.
Ward, F. C.	A. N. Kellogg Newspaper	Co.....	224 Walnut st.
Ward, H.	Union Dairy Co.,	Dairyman...	Jeff. & Washington aves
Ward, W. K.	Robinson, Danforth Co.		Elighth and Gratiot sts
Ward, J. P.	C. P. Burr & Co.		324 Rialto Building.
Wardson, Ashby	Chas. F. Orthwein's	Sons.....	Kansas City, Mo.
Wardward, W. H.	Woodward & Tiernan	Ptg. Co.....	309 N. Third st.
Wardley, Edgar M.	Conn. Mut. Life Ins.	Co.....	Chemical Building.
Wardner, R. L.	Dayton-Wooster Grain Co.		416 Chamber of Commerce.
Wardle, F. J.	Lehigh Valley R. R.,	Agent.....	804 Houser Bldg.
Ward, Henry	The Hy. Wrape Co.,	Staves and Headings.	509 Chestnut st.
Ward, Joseph P.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Ward, Frank L.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Ward, Geo. M.	Wm. Barr Dry Goods Co.		Sixth and Olive sts.
Ward, J. L.	Wright Grain Co.		418 Chamber of Commerce.
Ward, Wm. H.	Wright Grain Co.		418 Cham. Com.
Wardberg, Wm. C.		Mining.....	411 Olive st.
Ward, Wm. H.	Camp Spring Mill Co.,	Millers....	508 Chamber of Commerce.
Wardlich, Chas., Jr.	Chas. Wunderlich	Cooperage Co.....	814 Monroe st.
Wardman, Henry P.	St. L. & Miss. Val. Tr.	Co., Secretary...	Main and Walnut st.
Ward, Wm.		Grocer....	2800 Manchester ave.
Ward, Edw. H.	Eaton, McClellan & Co.		19 N. Main st.
Ward, Robert S.	Funsten Bros. & Co.	Commission.....	109 N. Main st.
Ward, D. W.	Standard Commission Co		105 Cham. of Com.
Ward, F. N.	D. R. Francis & Bro. Com.	Co.....	214 N. Fourth st.
Ward, Bert D.	Bert D. Yule & Co.,	Grain.....	84 Gay Bldg.
Ward, F. E.	Zelle Bros. Prov. & Com. Co.,	Prov. and Com.....	702 N. Third st.
Ward, Philip John	Bernet, Craft & Zenk.,	Millers.....	Troy, Ill.
Ward, Geo. W.	Waterloo Milling Co.		Waterloo, Ill.
Ward, Henry	Lafayette Bank,	President....	Broadway and Park av.
Ward, Joseph	Zirnheld-Glosemeyer	Flour Co.....	Second and Walnut sts.



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ANNUAL STATEMENT  
OF THE  
Trade and Commerce  
OF 117192  
SAINT LOUIS,  
FOR THE YEAR 1902,  
REPORTED TO THE  
Merchants' Exchange of St. Louis

BY  
GEO. H. MORGAN, SECRETARY.

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ST. LOUIS, MO.:  
PRESS OF R. P. STUDLEY & Co.  
1903.

# OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.		No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1282
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman.	1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1368
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.	1307
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson.	1897
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1280
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1308
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaiennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3568
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.	3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Gaiennie.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	{ A. T. Harlow. Wm. G. Boyd.	{ Wm. G. Boyd. Geo. H. Small.	{ E. A. Pomeroy.	2807
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395
1898	Chris. Sharp.	Henry H. Wernse,	Oscar L. Whitelaw.	2229
1899	Wm. P. Kennett.	Oscar L. Whitelaw,	Daniel E. Smith.	2079
1900	Oscar L. Whitelaw.	Wm. T. Haarstick.	Frank E. Kauffman.	1975
1901	Wm. T. Haarstick.	Geo. J. Tansey.	T. R. Ballard.	1872
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.	1832
1903	T. R. Ballard.	Wm. A. Gardner.	Charles H. Huttig.	1831

## Secretary and Treasurer.

1862	- - - - -	Clinton B Fisk.
1863-64	- - - - -	J. H. Alexander.
1865-1903	- - - - -	Geo. H. Morgan.

# **MERCHANTS' EXCHANGE OF ST. LOUIS.**

## **OFFICERS FOR THE YEAR 1902.**

### **PRESIDENT.**

**GEO. J. TANSEY.**

**FIRST VICE-PRESIDENT, T. R. BALLARD.**

**SECOND VICE-PRESIDENT, WM. A. GARDNER.**

### **DIRECTORS.**

**1902.**

**OSCAR L. WHITELAW,  
HENRY WOLLBRINCK,  
JAS. S. McGEHEE,  
CHRISTOPH HILKE,  
S. A. WHITEHEAD,**

**1902-1903.**

**WM. T. HAARSTICK,  
L. B. BRINSON,  
T. H. FRANCIS,  
OTTO L. TEICHMANN,  
JOHN H. DIECKMAN.**

**GEO. H. MORGAN, SECRETARY AND TREASURER.**

**D. R. WHITMORE, FIRST ASSISTANT SECRETARY.**

**H. R. WHITMORE, SECOND ASSISTANT SECRETARY.**

**R. F. WALKER, ATTORNEY.**

### **COMMITTEE OF APPEALS.**

**CHRISTIAN BERNET,  
SAMUEL GORDON,  
W. C. DICKINSON,  
GEO. F. LANGENBERG,  
JNO. L. MESSMORE,  
B. L. SLACK,**

**THOS. B. TEASDALE,  
CHAS. E. FLACK,  
DAN'L P. BYRNE,  
R. H. LEONHARDT,  
JNO. WIEDMER,  
B. J. ROWE.**

### **COMMITTEE OF ARBITRATION.**

**FIRST SIX MONTHS.**

**J. C. BROCKMEIER,  
THOS. H. WHITEHILL,  
JOHN E. GERAGHTY,  
W. H. DANFORTH,  
J. BOGY TAYLOR,**

**SECOND SIX MONTHS.**

**R. J. PENDLETON,  
B. H. COYLE,  
EDW. M. FLESH,  
SAMUEL PLANT,  
ROBT. S. YOUNG.**

**TELEGRAPH CLERK.**

**OFFICIAL MARKET REPORTER.**

**DOORKEEPER.**

**CHAS. H. WHITMORE.**

**MARC. J. GAUTIER.**

**FRANK T. MUDGE.**

**RIVER CLERK.**

**STENOGRAPHER.**

**MESSENGER.**

**E. T. WALTON.**

**A. H. SMITH.**

**EDDIE LOESCH.**

### **HONORARY MEMBERSHIP COMMITTEE.**

**E. O. STANARD, Chairman.**

**ALEX. H. SMITH,  
ISAAC M. MASON,**

**S. W. COBB,  
C. H. SPENCER,**

**CHAS. A. COX,  
OSCAR L. WHITELAW.**



# COMMITTEES AND INSPECTORS FOR 1902.

## MEMBERSHIP.

WM. A. GARDNER, Chairman.

BRINSON,

T. H. FRANCIS.

## REAL ESTATE.

G. J. TANSEY, Chairman.

BALLARD,  
WHITELAW,

WM. A. GARDNER,

WM. T. HAARSTICK,

## ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.

. KENNETT,

H. F. LANGENBERG,

A. DEFIGUEIRRO.

## WEIGHING.

T. B. BALLARD, Chairman.

HARRISON,  
YOUNG,  
LOGEHEE,

W. K. STANARD,

THOS. B. TEASDALE,

O. A. ORVIS,

MAXWELL KENNEDY,

FRED. C. ORTHWEIN,

GEO. L. GRAHAM.

## INSURANCE.

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IAM BULL,  
APEN,  
EY CABELL,

JNO. B. SLAUGHTER,

JAS. A. WATERWORTH,

H. M. BLOSSOM,

S. A. WHITEHEAD,

B. L. SLACK,

PEYTON T. CARR,

## RULES.

OTTO L. TEICHMANN Chairman.

GESSLER,  
FRIER.

J. P. WOODS,

THOS. AKIN.

## CONTRACTS.

S. A. WHITEHEAD, Chairman.

PENDLETON,

JNO. E. GERAGHTY.

## MARKET REPORTS.

T. H. FRANCIS, Chairman.

CHAMBERLIN,

N. L. MOFFITT,

## GRAIN.

L. B. BRINSON, Chairman.

LANGENBERG,  
DAYTON,  
FORRESTER,  
SMITH,

T. B. MORTON,

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K GRIESEDIECK.

HENRY GREVE,

PHILIP STOCK.

## FLOUR.

VICTOR ALBRECHT, Chairman.

JOB. HATTERSLY, Secretary.

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JNO. C. FISCHER,

SAMUEL PLANT,

TILTON,

C. J. HANEBRINK.

## FLOUR INSPECTOR.

AUGUST RUMP.

## PROVISIONS.

HENRY WOLLBRINCK, Chairman.

I FERGUSON,  
. A. COX.

JAS. M. GETTYS,

GEO. C. DANIELS,

## PROVISION INSPECTOR.

J. G. HINCHMAN.

## MEAT AND CANTON MEAT.

FRED S. PLANT, Chairman.

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L. MESSMORE,  
PEUNTY.

D. P. BYRNE,

W. H. GREGG, Jr.,

ROBT. POMMER,

A. R. STRAIN,

## COMMITTEES, 1902—Continued.

### SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

#### HAY.

D. W. OLIFTON, Chairman.

JAS. W. DYE,  
ROBT. S. YOUNG.

H. W. MACK, HENRY HUNTER,

#### PRODUCE.

CHRIS. HILKE, Chairman,

M. G. RICHMOND,  
W. G. MUELLER.

HENRY BROEDER, CONRAD SCHOPP,

#### FLOOR.

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L. R. CARTER,  
GEO. LANITZ,  
HENRY J. BULTE.

D. E. SMITH, G. DOUGLAS BRADLEY,  
E. S. CASE, D. R. HAYNES.  
B. J. MCSORLEY, J. W. STEELE,

#### POSTAL AFFAIRS.

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GEO. D. MARKHAM,

BEN. B. GRAHAM, W. C. LITTLE,  
THEO. G. MEIER, L. A. MOFFITT.

THOS. K. NEIDRINGHAUS.

#### RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

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WEB. M. SAMUEL,  
S. W. COBB,  
H. F. LANGENBERG,

WM. G. BOYD, WM. P. KENNETT,  
JOHN WAHL, H. C. HAARSTICK,  
FRANK GAIENNIE, CORWIN H. SPENCER,  
MARCUS BERNHEIMER.

#### MISSISSIPPI RIVER.

WM. T. HAARSTICK, Chairman.

ALONZO C. CHURCH,  
ISAAC P. LUSK,  
WEB. M. SAMUEL,

ISAAC M. MASON, JNO. E. MASSENGALE,  
H. S. POTTER, JNO. N. BOFINGER,  
P. S. DROWN, FESTUS J. WADE.

#### NATIONAL BOARD OF TRADE.

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S. W. COBB, CHARLES PARSONS,  
H. H. WERNSE, CLINTON ROWELL,  
O. MARQUARD FORSTER.

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WM. G. BOYD,  
GEO. L. EDWARDS,  
GOODMAN KING,  
MOSES RUMSEY.

S. A. BEMIS, MARCUS BERNHEIMER,  
GEO. O. CARPENTER, GEO. D. DANA,  
NATHAN FRANK, BRECKINRIDGE JONES.  
W. J. KINSELLA, GAIUS PADDOCK,

#### TRANSPORTATION.

WM. C. ELLIS, Chairman.

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W. S. MCCHESNEY, JR.,  
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E. O. HUNTER, WM. P. KENNETT,  
K. B. HANNIGAN, A. L. SHAPLEIGH,  
W. A. SCUDDER, A. DEFIGUEIREDO,

#### FOREIGN TRADE.

WM. F. FUNSTEN, Chairman.

L. D. KINGSLAND,  
HENRY STANLEY,

JOHN RING, GEO. F. POWELL,  
JAMES ARBUCKLE.

# **MERCHANTS' EXCHANGE OF ST. LOUIS.**

## **OFFICERS FOR THE YEAR 1903.**

### **PRESIDENT.**

**T. R. BALLARD,**

**FIRST VICE-PRESIDENT, WM. A. GARDNER.**

**SECOND VICE-PRESIDENT, CHARLES H. HUTTIG.**

### **DIRECTORS.**

**1903.**

**WM. T. HAARSTICK,  
L. B. BRINSON,  
T. H. FRANCIS,  
OTTO L. TEICHMANN,  
JOHN H. DIECKMAN,**

**1903-1904.**

**G. J. TANSEY,  
JOHN E. GERAGHTY,  
HENRY R. TODD,  
EDWARD A. FAUST,  
EDWARD DEVOY.**

**GEO. H. MORGAN, SECRETARY AND TREASURER.**

**D. R. WHITMORE, FIRST ASSISTANT SECRETARY.**

**H. R. WHITMORE, SECOND ASSISTANT SECRETARY.**

**C. H. WHITMORE, THIRD ASSISTANT SECRETARY.**

**R. F. WALKER, ATTORNEY.**

### **COMMITTEE OF APPEALS.**

**JAMES M. GETTYS,  
HUGH J. BRADY,  
JOHN B. SLAUGHTER,  
HENRY SCHULTZ,  
SAMUEL PLANT,  
C. W. BLOW,**

**JOHN M. GANNETT,  
M. J. CONNOR,  
JOSEPH L. PENNY,  
CHARLES J. QUESNEL,  
W. H. KARNS,  
RICHARD WARDROP.**

### **COMMITTEE OF ARBITRATION.**

**FIRST SIX MONTHS.**

**CHARLES P. SENTER,  
R. C. NAPIER,  
C. L. CARTER,  
ROBERT POMMER,  
PARKER SAUNDERS.**

**SECOND SIX MONTHS.**

**OTTO A. ORVIS,  
M. L. SMITHERS,  
FRED. A. SIEVING,  
WM. C. MCCOY,  
JULIUS VOGELER.**

### **OFFICIAL MARKET REPORTER.**

**MARC. J. GAUTIER.**

### **DOORKEEPER.**

**FRANK T. MUDGE.**

### **RIVER CLERK.**

**EDWARD LOESCH.**

### **STENOGRAPHER.**

**A. HERR SMITH.**

### **MESSENGER.**

**PETER LOESCH.**

### **HONORARY MEMBERSHIP COMMITTEE.**

**E. O. STANARD, Chairman.**

**ALEX. H. SMITH,  
ISAAC M. MASON,**

**S. W. COBB,  
C. H. SPENCER,**

**CHAS. A. COX,  
OSCAR L. WHITE LAW.**

# COMMITTEES AND INSPECTORS FOR 1903.

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## REAL ESTATE.

WM. A. GARDNER, T. B. BALLARD, Chairman.  
G. J. TANSEY, CHAS. H. HUTTIG.  
WM. T. HAARSTICK.

## MEMBERSHIP.

WM. A. GARDNER, Chairman.  
L. B. BRINSON, T. H. FRANCOIS,

## ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.  
W. P. KENNETT, H. F. LANGENBERG, EDWARD DEVOY.

## WEIGHING.

JNO. E. GEEAGHTY, Chairman.  
W. B. HARRISON, F. H. GIESELMAN, O. A. ORVIS,  
M. J. MULLALLY, EDWARD DEVOY.

## INSURANCE.

EDWARD DEVOY, Chairman.  
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PEYTON T. CARR, W. L. GREEN, JR., JAS. A. WATERWORTH.

## RULES.

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GEO. F. LANGENBERG, J. P. WOODS.

## CONTRACTS

B. H. LANG, Chairman. R. J. PENDLETON, T. W. CARTER.

## MARKET REPORTS.

O. L. TEICHMANN, Chairman.  
THOS. AKIN, E. M. FLESH.

## GRAIN.

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GEO. F. POWELL, JNO. L. MESSMORE, T. B. MORTON,  
J. S. MCCLELLAN, C. W. SMITH.

## BARLEY.

EDWARD A. FAUST, Chairman.  
CHAS. H. TEICHMANN, BERN. GRIESEDIECK,  
FRED. C. ORTHWEIN, OTTO F. STIFEL.

## FLOUR.

GEO. H. PLANT, Chairman. F. E. KAUFFMAN, Secretary.  
E. E. SCHARFF, O. J. HANNEBRINK,  
MATT. WOELFLE, F. HATTERSLEY.

## FLOUR INSPECTOR.

AUGUST RUMP.

## PROVISIONS.

CHARLES A. COX, Chairman.  
HENRY WOLLBRINCK, FRED. KREY, HUGH FERGUSON,  
GEORGE C. HANFELM

## PROVISION INSPECTOR.

J. G. HINCHMAN.

# COMMITTEES, 1903—Continued.

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## SEEDS AND CASTOR BEANS.

O. F. BEARDSLEY, Chairman.

ADOLPH CORNELI,

D. I. BUSHNELL,

H. L. BRINSON,

F. W. HOFMANN.

## SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

## HAY.

D. W. CLIFTON, Chairman.

CHRIS. HILKE,  
HENRY W. MACK,

JNO. H. EVILL,

JAS. W. DYE,

R. J. BERGMANN.

## PRODUCE.

M. G. RICHMOND, Chairman.

CONRAD SCHOPP,  
BERNARD BAER,

R. HARTMANN,

HENRY BROEDER,

W. B. WESTCOTT,

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CHAS. A. GRANT,

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A. C. PETRI,

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JOSEPH HATTERSLEY.

## POSTAL AFFAIRS.

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JAS. F. COYLE,

WALKER HILL,

BEN. B. GRAHAM,

H. S. MERRILL.

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WEB. M. SAMUEL,  
JOHN WAHL,

CHAS. A. COX,

S. W. COBB,

FRANK GAIENNIE,

G. J. TANSEY,

C. H. SPENCER,

H. C. HAARSTICK,

H. F. LANGENBERG,

MARCUS BERNHEIMER.

## MISSISSIPPI RIVER.

WM. T. HAARSTICK, Chairman.

B. E. GARDNER,  
A. C. CHURCH,

J. E. MASSENGALE,

ISAAC M. MASON,

HENRY S. POTTER,

ISAAC P. LUSK,

P. S. DROWN.

## NATIONAL BOARD OF TRADE.

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O. L. WHITELAW,  
O. H. SPENCER,  
S. W. COBB,

CHARLES PARSONS,

WM. P. KENNETT,

E. O. STANARD,

H. H. WERNSE,

CLINTON ROWELL,

J. H. DIECKMAN.

## LEGISLATIVE.

J. H. DIECKMAN, Chairman,

A. DEFIGUEIREDO,  
GOODMAN KING,

D. A. MARKS,

BRECKINRIDGE JONES,

R. C. GRIER,

L. D. KINGSLAND,

C. MARQUARD FORSTER.

## TRANSPORTATION.

HENRY R. TODD, Chairman.

WM. C. ELLIS,  
W. K. STANARD,

A. P. RICHARDSON,

HENRY SAYERS,

JOSIAH E. SHERRY,

THOMAS B. TEASDALE.

# REPORT OF THE BOARD OF DIRECTORS.

## MERCHANTS' EXCHANGE,

St. Louis, Mo., January 6th, 1903.

To the Members of the Merchants' Exchange of St. Louis:

GENTLEMEN—In surrendering the trust you placed in their hands one year ago, your Board of Directors take pleasure in being able to state that the affairs of our Association are in excellent condition; that the year just past has been one of prosperity, both to the Exchange as a body, and to the individual members; and the prospects for the future of our Association as the leading commercial organization of the Mississippi Valley, are most flattering.

The property of the Exchange has been kept in good condition, but in another year the building should be painted, inside and out, the Grand Hall painted and decorated, a new floor laid, the elevator facilities improved, and, at the same time, the debt on the property reduced.

At a meeting held on the 9th of December last, after a careful consideration of the needs of the Exchange, both as relates to the business of the floor, and the care of the building, your Board decided that it would be wise to make all needed improvements to place the property in first-class condition during the coming year in preparation for the World's Fair, and that the revenue might be sufficient for all prospective needs, the Board fixed the assessment to be paid by each member for the coming year at thirty-seven and 50-100 dollars, and increased the transfer fee to twenty dollars from January 1st.

The building is well rented, every room being occupied, and in some instances the rent has been advanced considerably, showing an increase over preceeding year of \$5,315.88.

The Total Revenue from Rentals was.....	\$ 48,989.08
Transferred from Current Account.....\$ 2,000.00	
From other sources .....	<u>242.88</u>
Total.....	\$ 51,231.46
Total Expenditures (including \$17,500.00 on the Bonded Debt, reducing same to \$75,000.00) .....	<u>\$ 51,064.28</u>
Leaving Balance of.....	\$ 167.18

In considering the rental revenue, it must be remembered that the Exchange occupies the Grand Hall and offices, for which no consideration

is made in the rental as given. In estimating the comparison of revenue on the cost of the property, the sum of \$25,000.00 should be added as the rental value for that part occupied by the Association.

The current income and expenditures do not vary very much from year to year. Our membership is now fixed, and cannot, under the new rule, be increased, and it is not likely that it will be decreased by forfeiture or redemption. The roll at the beginning of 1902 showed 1832 members; one certificate of a member, deceased in 1901, was redeemed, making the present number 1831.

The Total Receipts on Current Account were.....	\$ 53,218.09
The Expenditures (including \$2,000.00 carried to Real Estate Account) were .....	49,194.42
Leaving a Balance on hand of.....	\$ 4,023.67

The Bonded Debt is being reduced year by year, \$75,000.00 remaining not yet due, and all but \$3,000.00 of the Bonds of 1908 have been paid. When the indebtedness is entirely paid, the revenue of the property will not only pay all expenses, but leave a surplus to be utilized in current account.

The following statement shows total receipts and expenditures for the year, both for current and real estate accounts:

Current Account Receipts.....	\$ 53,218.09	
Real Estate Account Receipts.....	49,231.46	
Total.....		\$102,449.55
Current Account Expenses.....	47,194.42	
Real Estate Account Expenses.....	33,564.28	
Bonds Paid.....	17,500.00	
Total.....		\$ 98,258.70
Balance on hand January 1st, 1903..		4,190.85

The detailed statement of receipts and expenditures presented by the Secretary and Treasurer, are given on another page, to which your attention is invited.

Your Board has given special attention to the revision of the Rules and Regulations of the Exchange, adapting same to the present needs, and defining more closely the rights and privileges of membership. One of the new rules eliminated the initiation fee, so that hereafter new members can be received only by the transfer of an existing membership, thereby limiting the membership to the present number—1831. All the amendments submitted by the Board of Directors, from time to time, have met the approval of, and been adopted, by vote of the members.

The Department of Weights has been in successful operation, and the benefit accruing from the supervision, by the Merchants' Exchange, of the weighing of grain and other farm products, has been demonstrated. Supervisors are now located in most of the elevators, warehouses and mills, and their certificates are accepted by the transportation companies, as well as by buyers and sellers, as the correct weights of the property. Arrange-

ments have also been made for the supervision of weighing on a number of private city scales, and it is believed that hereafter there will be little, if any, complaints of weights from this market. The department is now nearly self-sustaining. Prior to June 1st, a supervisor was employed to investigate complaints, look after scales and correct any existing errors that could be ascertained, and for this service no charge was made. The expense incurred up to that date was \$682.00. On June 1st the Weighing Department was organized, and since that date, a charge has been made for supervision. The Treasurer's report shows that the expenditures since June 1st exceed the receipts by \$1,826.07. This includes December expenses. The December revenue, when collected, will, in a large measure, make good the apparent deficit. The total deficit for the year is \$2,458.07.

Another important measure has had the most careful consideration of the Board, viz: The regulation of Elevators whose receipts are made regular for deliveries. Section 10, of Rule 8, makes it "The duty of the Board to classify as Regular, such public elevators and warehouses as make application therefor, and conform to the rules and regulations of the Exchange, and the regulations and requirements of the Board of Directors;" and also requires Regular elevators to file bonds subject to the approval of the Board.

The Board has adopted and promulgated regulations governing Regular elevators and the proprietors of Merchants' Elevator "A," Central Elevator "B," East St. Louis Elevator, Roger's Elevator, Advance Elevator, Venice Elevator, Burlington Elevator, Mississippi Valley (Farmers') Elevator and Union Elevator, have filed their bonds as required by the rules, and said elevators have been classified as Regular by your Board.

The Traffic Bureau has continued to guard carefully the transportation interests of the city, and has been effective in correcting some discrimination and preventing others. The Board believes the Bureau is a valuable adjunct to the working force of the Exchange, and should be sustained and enforced by co-operation of the members.

Your Board has not been unmindful of the various calls made upon it for representation at meetings and conventions, in which matters of interest to the commerce of the city have been considered, and has been ably represented by delegates at the following gatherings:

The National Board of Trade, Washington, D. C....	January 21.
Rivers and Harbors Committee, Washington, D. C..	February 18.
Iowa Grain Dealers' Association, Des Moines, Ia.....	April 24.
Illinois Grain Dealers' Association, Decatur, Ill.....	June 10.
National Hay Convention, Put-in-Bay, Ohio.....	July 10.
Grain Dealers' National Association, Peoria, Ill .....	October 1.
Mississippi River Convention, Quincy, Ill.....	November 12.

Your Board has also given its support to the Public Welfare Committee, and to the Good Roads Convention to be held in St. Louis, in April next, and has taken action on and given its approval to matters of National importance—such as the Tariff Commission; amendments to Interstate Commerce



law; postal reforms; Consular service; bankruptcy law; improvement of Western waterways; foreign bills-of-lading; preservation of forests, and other objects.

The Merchants' Exchange has always been the almoner through whom the benevolences of the city have been extended in great calamities that have befallen our own city and other localities. In February last a calamity fell upon our city, by the fire on Chestnut street, whereby seven brave members of the Fire Department lost their lives. The Exchange immediately issued a call for help for the stricken families, and in a short time the sum of \$26,014.86 was raised and distributed according to the needs of each family.

Again, in March, a call for help came from Southwestern Missouri, where, on account of the drouth of the preceding summer, many farmers were left without food for their families, or for their cattle, and without seed to put in their crops. A committee was appointed, and seed and food to the value of \$4,771.25 was collected and shipped to those needing assistance, bringing great present relief and giving hope for the future.

A number of members of the Exchange, respected and honored, have passed away during the year; among them one of your most highly esteemed ex-Presidents, Thomas Richeson. Your Board has, in each instance, expressed to the bereaved families their sympathy and condolence.

During the year the Exchange has had great pleasure in extending its courtesies to, and been honored with the presence of, Honorable James Wilson, Secretary of Agriculture; Samuel L. Clemens, popularly and affectionately known as "Mark Twain;" and Ho Yow, Consul General of China at San Francisco.

Your Board desires to express its appreciation for the valuable assistance rendered by the various standing committees, and the special committees appointed during the year, to all of whom it tenders thanks for their fidelity to the duties imposed upon them, and to the Secretary and his assistants, and the employes of the Exchange for the faithful and efficient services rendered by them throughout the year.

The work of 1902 is closed, and whatever measure of success has attended the efforts of the present Board has been due to concentrated, harmonious action, and the treatment of the affairs of the Exchange from a common-sense business standpoint. Something has been accomplished this year towards the betterment of the Exchange, but much remains to be done. Your body is the most important factor in the development of the commercial life of St. Louis, and the influence which the Exchange is to have in bending the energies of St. Louis towards what is best and right, depends entirely on the members themselves, and with how much energy and harmony they express the judgment of the Exchange. Your Board has been supported in every movement it has undertaken by practically the unanimous vote of the members, and we feel sure that our successors in office will receive that same loyal support in any movement which goes towards the upbuilding of the Exchange, and thereby of necessity, the upbuilding of St. Louis.

FOR THE BOARD OF DIRECTORS,

G. J. TANSEY,  
President.

## DEPARTMENT OF WEIGHTS.

ST. LOUIS, MO., December 22nd, 1902.

to the Board of Directors of the Merchants' Exchange:

Under authority of your honorable body, as per resolution adopted April 17th, 1902, the Weighing Committee inaugurated a plan for weighing grain in public elevators, mills and warehouses, which became effective June 1st. Deputy Supervisors have been and are now supervising the weighing of all grain in all public elevators, and in nearly all the mills and private elevators and warehouses in St. Louis, Mo. On June 2nd, Deputy Supervisors were placed in all the public elevators, and three of the private elevators, in East St. Louis, Ill. Since which time the Illinois Railroad and Warehouse Commissioners have assumed authority under the laws of the State of Illinois, and now control the weighing in all the public elevators and one private elevator; leaving the Merchants' Exchange Department of Weights in control of three private elevators and one mill on the East side.

In addition to the above your committee has within the past month assumed control, and now has Deputy Supervisors at five of the most important wagon scales in St. Louis, Mo., and one in East St. Louis, Ill. The better protection of grain in railroad yards was also given considerable attention by this committee, with results that cars are now resealed after inspection and sampling. Watchmen have been placed in different yards where formerly there were none, and the general watching has been given special attention by all roads. Now the protection is fairly good.

The result of our work and efforts have been very beneficial to the grain trade of St. Louis, as evidenced by the strong endorsements of the shippers in this market. Letters are received daily by commission merchants and dealers requesting, and in some instances demanding, that their grain be weighed only under the supervision of our department, and many buyers of grain are requesting Merchants' Exchange certificates for grain bought in St. Louis.

The odium of bad weights is being rapidly overcome, and the much desired confidence of the country shipper is being, and in many instances completely restored.

Your committee has met with many obstacles, the most of which have been overcome, and the department being now on a practically self-sustaining basis, we recommend that it be continued and encouraged.

Since the inauguration of the Weighing Department the following cars have been supervised:

Total Cars unloaded.....	15,844
Total Cars loaded out.....	6,968
Number of Sacks.....	228,194
Loaded out in Barges, bushels..	755,664

THEO. R. BALLARD,  
Chairman.

# REPORT OF THE TREASURER FOR 1902.

## CURRENT ACCOUNT.

### RECEIPTS.

Cash on hand January 1st.....	\$	2,636 09
Received from Transfer Fees.....		1,910 00
“ “ Assessments.....		45,750 00
“ “ Rent Telegraph Counters.....		1,300 00
“ “ Drawer Rent.....		640 75
“ “ Non-Residents Tickets.....		415 00
“ “ Interest on Account.....		351 06
“ “ Sale of Samples and Sweepings.....		149 25
“ “ Committee on Cleaner Streets (returned).....		35 94
“ “ Rent of Transportation Desks.....		30 00
		<u>\$53,218.09</u>

### EXPENDITURES.

Salaries .....	\$19,191 50	
Telegraph Account.....	11,999 43	
St. Louis Traffic Bureau .....	3,988 85	
Department of Weights.....	2,458 07	
Transferred to Real Estate Account .....	2,000 00	
Flour Inspectors.....	1,310 34	
Rent of Telephones.....	1,000 00	
Printing and Stationery.....	873 54	
Annual Report.....	859 50	
Attorney of the Exchange.....	500 00	
Soap and Towels.....	484 96	
Assessment National Board of Trade.....	440 00	
Taxes .....	389 78	
Attorney's Fees and Costs in Court.....	369 30	
Postage .....	365 90	
Delegates to National Board of Trade.....	344 50	
Renovating Portraits.....	326 50	
Public Welfare Committee .....	250 00	
Delegates to Washington, Rivers and Harbors.....	178 25	
Repairs.....	176 96	
Brooms, Dusters, etc.....	166 80	
Belcher Water.....	150 00	
Ice .....	144 65	
Power for Electric Fans .....	138 36	
Books, Papers and Price Currents.....	129 27	
Insurance on Furniture.....	127 50	
Chairs .....	102 17	
Judges of Election .....	101 00	
Redemption of Membership Certificates.....	100 00	
Delegates to National Hay Convention.....	100 00	
Board of Directors.....	92 42	
Delegates and Assessment, River Convention, Quincy	53 90	
Plants for Fountain.....	50 00	
Delegates to Grain Conventions.....	49 05	
Sundries.....	181 92	\$49,194 42
Balance on hand December 31st, 1902.....		<u>\$ 4,023 67</u>

REAL ESTATE ACCOUNT FOR 1902.

RECEIPTS.

Balance on hand January 1st. ....	\$	205	11
Received from Rentals .....		48,989	08
"    "    Current Account.....		2,000	00
"    "    Interest.....		32	22
"    "    Electric Light .....		5	05
	\$	51,231	46

EXPENDITURES.

Bonds Paid.....	\$	17,500	00
Employees .....		7,971	45
Taxes .....		6,742	30
Insurance.....		4,329	00
Interest on Bonds.....		3,139	00
Coal .....		3,485	03
Repairs and Renovations.....		3,785	38
Water License.....		1,419	60
Supplies for Engineer and Janitor.....		684	50
Tornado Insurance.....		300	00
Two Water Meters .....		718	11
Rent of Telephones.....		205	00
Removing Ashes and Sweepings.....		385	00
Premium on Bonds Bought .....		120	00
Elevator Insurance.....		86	95
Sprinkling Tax.....		36	36
Night Signal Service.....		36	00
Inspecting Elevators and Boilers .....		27	00
Safe .....		40	00
Uniforms for Elevator Boys .....		25	00
Cleaning Streets .....		24	60
Printing.....		4	00
		51,064	28
Balance on hand December 31st, 1902.....	\$	167	18

Paid on Bonded Debt during 1902.....	\$	17,500	00
Bonded Debt Unpaid (not due) .....	\$	75,000	00

GEO. H. MORGAN,  
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1902, the Current Account having been examined by Henry P. Wyman and Douglas Bradley, and the Real Estate Account by J. H. Dieckman and O. L. Teichmann, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows, viz:

To the Credit of Real Estate Account.....	\$	167	18
To the credit of Current Account.....	\$	4,023	67

J. H. DIECKMAN,  
O. L. TEICHMANN,  
DOUGLAS BRADLEY,  
HENRY P. WYMAN, } Committee.

St. Louis, January 3rd, 1903.

## RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1902.

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### FOREIGN BILLS-OF-LADING.

February 11th. The following report of the Legislative Committee was adopted:

"The Legislative Committee, to whom was referred the communication of the Merchants' Exchange of Memphis, Tenn., enclosing Senate Bill No. 1791, introduced December 16th, 1901, by Mr. Nelson, being a bill relating to the transportation of merchandise between the United States and foreign ports, etc., would respectfully report that after an examination of the whole matter, the committee find that it has been the custom for vessels plying between the United States and European ports to charge and collect various sums in addition to the contract rate of freight, to cover cost of unloading cargoes at the point of destination, even though such act is in contravention of the laws of some of the countries.

"Your committee believes that this is an unjust charge against the shipper, and that the cost of delivering the property on dock where it can be received and hauled away by the consignees, is the duty of the carrier.

Senate Bill No. 1791 referred to, makes it unlawful for the carrier to insert in any bill-of-lading, any clause or agreement by which it shall be at liberty to impose on the property, any unloading or other charges additional to the rate of freight inserted in the bill-of-lading.

"Your committee, therefore, recommend that the Board of Directors endorse said bill and request the Senators from Missouri and Representatives from St. Louis to further its passage."

### BANKRUPTCY LAW.

February 11th. The following report of the Legislative Committee was adopted:

"The Legislative Committee, to whom was referred by the President a communication of the St. Louis Credit Men's Association, asking the endorsement of the Exchange to H. R. No. 4310, introduced by Mr. Ray, being a bill to amend the Bankrupt Act, would respectfully report:

"That they have conferred with the attorney of the Exchange and given the matter full consideration, and are of the opinion that the Merchants' Exchange should endorse said bill, and that the President and Secretary should request the Senators from Missouri, and the Representatives from St. Louis to favor the passage of the same.

"Your committee also had under consideration another amendment to the same act, presented by Mr. Powers of Massachusetts, providing 'That if a creditor receive payment on account in the ordinary course of business, and had no reason to believe that the bankrupt intended to give him the preference, such payments, when made within four months prior to the filing of a petition in bankruptcy, may be retained by the creditor without prejudice to his rights, to prove the balance of his claim.'

"Your committee believe that this amendment also is equitable and just, and that the Senators and Representatives in Congress be requested to favor the passage of the same."

#### PRESERVATION OF FORESTS.

February 11th. The Board of Directors of the Merchants' Exchange of St. Louis, would respectfully call to the attention of the Honorable Senators from Missouri, and Representatives from St. Louis, the importance of the preservation of forests, as necessary to the continued prosperity of agriculture, mining and transportation interests, and urge legislation looking to the perpetuation of our forests, the establishment of additional National Parks and forest reserves, and would respectfully ask that our Senators and Representatives would not favor the Morris Bill, or any other measure which contemplates the destruction of the timber at the headquarters of the Mississippi River.

#### REDUCTION OF CUBAN TARIFF DUTIES.

February 11th. The Secretary was instructed to send a memorial to Congress in the name of the Board, to both Houses, and to the Senators and Representatives from this State, recommending a reduction of tariff duties on Cuban Sugar and Tobacco, to be followed by reciprocal tariff arrangements with the island, upon the establishment of an independent Cuban government.

#### NEW POST OFFICE BUILDING.

February 18th. The following report of the Legislative Committee was adopted:

The Legislative Committee and the Committee on Postal Affairs, to whom was referred the communication of Hon. Richard Bartholdt in reference to the erection of a new Post Office building in St. Louis, would respectfully report that at a meeting of the joint committees, the following resolutions were unanimously adopted:

"Resolved. That we heartily approve of the bill introduced in Congress by Hon. Richard Bartholdt of Missouri, to provide for the erection of an additional public building in St. Louis for postal purposes exclusively, which will give quicker delivery and easier distribution of

the mail. The increase of the business justifies the additional building, and it is absolutely necessary. For the past eighteen years, notwithstanding the large increase of business, the space of the post office has remained the same.

"Resolved, That we recommend that the Board of Directors adopt a resolution endorsing an additional postal building in St. Louis, and send a copy to each Senator and member of Congress from Missouri, requesting them to vote for said additional public postal building."

Postmaster Baumhoff was present at the meeting and brought to the attention of the joint committees the necessity of a fast mail train from St. Louis to the Southwest, and the following resolution was unanimously adopted:

"Resolved, That we are informed that the Frisco System is about to put on a fast mail train from St. Louis to the Southwest, and we heartily recommend that every encouragement be given the Frisco road for the establishment of this fast mail train. St. Louis would be greatly benefited by being brought into closer relations with that region, giving our newspapers a chance to get before the public, and our merchants to sell more goods to them in consequence thereof.

"Therefore, we recommend that the Board of Directors write to the Assistant Postmaster General, urging him to assist the Frisco railroad in making a contract with the Government."

#### INDIAN SUPPLY WAREHOUSE.

February 18th. The Board heartily endorse resolutions adopted by the St. Louis Manufacturers' Association, calling upon the Federal Government to remove the warehouse for Indian Supplies to St. Louis.

#### IMPROVEMENTS OF THE MISSISSIPPI RIVER.

February 18th. The Board commissioned Hon. S. W. Cobb to visit Washington to urge upon the Rivers and Harbors Committee to make a liberal appropriation for the improvement of the Mississippi river between the mouth of the Missouri and the mouth of the Ohio rivers.

#### VISIT OF PRINCE HENRY OF GERMANY.

February 18th. The President was instructed to send an invitation through the Mayor, to Prince Henry of Germany to visit the Exchange on the morning of his arrival in St. Louis.

#### SUPPRESSION OF TRAIN ROBBERIES.

March 21st. The Board of Directors endorsed H. R. No. 11412, being a bill for the suppression of train robberies in the territory of the United States and other places, and for other purposes.

## INCREASED MAIL SERVICE.

March 21st. The Board adopted the following report of the Committee on Postal Affairs:

"The letter of Postmaster F. W. Baumhoff in regard to fast mail and suburban trains for St. Louis, which was referred to the Postal Affairs Committee by your honorable body.

"The Committee on Postal Affairs after carefully considering the matter, are fully agreed that an afternoon train on the Missouri Pacific, leaving St. Louis at 2:30 p. m. every day, is needed and desirable. It would prove a great benefit and accommodation to the people living within 150 miles of our city, and it would add a large suburban population, which, by the facility offered by this afternoon train of safe transportation of reaching the city and returning home same day, would add to the business of the general public. It would be a paying passenger train for the railway. Both the wholesale and retail trade would be augmented.

"We take this occasion to again renew our recommendation for a fast mail train on the Frisco railroad to the Southwest, and to urge our Senators and members of Congress to impress upon the Second Assistant Postmaster General the absolute necessity for said fast train, and secure his order for same. St. Louis lacks and is sadly in need of fast mail trains, morning and evening trains; and in comparison with other cities has not had her share. We unhesitatingly say, and we believe, we can only get them by hard and constant work.

## DECEASED MEMBERS.

March 21st. Hereafter, on the death of a member of the Exchange, the President will announce the same to the Board of Directors, and a page of the records will be devoted to his memory, noting the date of his decease, and the date and number of his certificate of membership.

## DEPARTMENT OF WEIGHTS.

April 16th. Resolved, That the Weighing Committee of the Merchants' Exchange, be and is hereby authorized to inaugurate the plan of weighing grain in elevators, mills and warehouses set forth in their report presented this day; and that the Treasurer of the Exchange, be and is hereby authorized to honor warrants drawn by the Chairman of said Committee and countersigned by the supervisor, for expenses as incurred; until December 31st, 1902, for Ten Thousand Dollars in the aggregate. It being understood that all receipts from this service shall be deposited with the Treasurer of the Exchange for credit of weighing account. The revenue under the resolution to be a charge of not to exceed thirty-five cents per car for weighing, out of all public elevators, and that no charge shall exceed One Dollar per car on scales other than those of Public Elevators. Under this resolution, grain in barges



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## CONSULAR SERVICE.

Resolved, That we reiterate our demand for the prompt reorganization of the Consular Service on a genuine business basis, by making personal qualifications the only basis of appointment, by the abolition of the pernicious fee system, and the readjustment of salaries in accordance with existing conditions, and by providing for a more secure tenure of office.

## BANKRUPTCY LAW.

Resolved, That we again urge the necessity of amending the Bankruptcy Law along the lines embodied in what is known as the Ray Bill.

## WATER WAYS.

Resolved, That we fully appreciate and heartily endorse the action of Congress in making liberal appropriations for the continuous improvement of the Mississippi river below St. Louis, for the deepening of the Southwest Pass, and for preliminary surveys for a deep waterway between the Great Lakes and the Mississippi river via the Chicago sanitary canal and the Des Plaines and Illinois rivers, and we recommend that such continuous appropriations be made as may be necessary to secure a minimum depth of at least six feet throughout the full length of the navigable portion of the Upper Mississippi river in order that the full benefit of water transportation through the entire Mississippi valley, may be secured.

## FINANCE.

Resolved, That Congress be urged to pass a law authorizing the issue of one hundred millions or more of dollars of emergency currency notes, solely for use during time of financial panic; such notes to be printed and prepared for use by the United States Treasury Department, countersigned by the Treasurer and registered by the Register. They shall be delivered to such Clearing Houses of the country as are acting under charters from the United States, such charters to be provided for by law of Congress. They shall be delivered to such Clearing Houses in such proportions of the whole issue as the capital and surplus of the banks constituting such Clearing Houses in the various places warrant. In all cases such banking capital shall represent a sum sufficient to guarantee a prompt redemption of said notes. The law to be made by Congress for chartering these Clearing Houses shall empower them to receive and loan this money to the various banks connected with them, on such securities as may be authorized by the act providing for their issue; not, however, to exceed in amount over three-fourths of the cash value of such securities. The act shall provide for the prompt redemption of such currency at New York or Washington and its final liquidation; said notes shall be signed by the President and Manager of each Clearing House.

A rate of interest shall be charged to the banks borrowing the notes of each Clearing House, which will insure the retiring of same as soon as the emergency ceases. The amount received for interest shall be disposed of as Congress may see proper in the bill.

All expenses of the issue shall be made and paid but of the interest to be charged for the same, with such taxes as is thought proper for the benefit of the United States Treasury. The issue of these notes shall be made when the Secretary of the Treasury deems the emergency requires it to save the business of the country from very serious embarrassment.

Resolved, That Congress be urged to take such action as will give the Secretary of the Treasury discretionary power to refuse requests for silver shipments at the Government expense from any corporation or persons that may be, in his judgment, violating the intent of the provisions of the said law.

#### LANDS IN THE INDIAN TERRITORY.

The Board of Directors of the Merchants' Exchange of St. Louis heartily endorse the action of the Muskogee Chamber of Commerce, calling upon the Congress of the United States to remove all restrictions upon the rights of alienation (except homesteads) of all lands in the Indian Territory, believing that the development of this important part of our country will be greatly facilitated by such legislation, and therefore earnestly request the Honorable Senators and Representatives from Missouri to favor such changes in the laws as will give the relief desired and so much needed.

#### APPROPRIATIONS FOR NATIONAL GUARD.

December 27th. The President appointed Messrs. Wm. Bull, J. F. Coyle, Breckenridge Jones, S. M. Kennard and George S. McGrew, a committee to attend a meeting to be held at the Mercantile Club on the 30th to urge larger appropriations by the Legislature for the support of the State National Guard.

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The Exchange was closed on the following days:

January 1st, New Year's Day.

February 12th, Lincoln's Birthday.

February 22d, Washington's Birthday.

March 28th, Good Friday.

May 30th, Memorial Day.

July 4th, Independence Day.

July 5th, .....

September 1st, Labor Day.

October 9th, St. Louis Fair Day.

November 4th, Election Day.

November 27th, Thanksgiving Day.

December 25th, Christmas Day.

## REPORT OF ST. LOUIS TRAFFIC BUREAU.

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By E. S. THOMPSON, Commissioner.

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To secure the full benefit from the natural advantages of location possessed by St. Louis, it is necessary to see that competing markets do not secure undue advantage in the general adjustment of rates, and that unjust discriminations in rates are brought to the attention of railroad officials for correction.

The lines leading from St. Louis are divided into a number of groups, according to the territory which they reach, and these different groups or associations are governed, so far as their rates are concerned, by different rules and classifications, as well as in the method of constructing their rates. A careful supervision has been kept of the changes made by these different associations, and requests have been made for necessary changes in the St. Louis rates. Many changes in rates on merchandise, grain and other commodities were secured, which have been shown in our circulars for the information of members.

Comparative rates on merchandise and commodities have been issued, showing rates to and from St. Louis with the rates to and from competing markets, and the quoting and compiling of freight rates for individual members has called for a large amount of work, and we believe that this work has materially assisted our members to increase their trade to the best advantage.

Members have been advised in many cases of proposed changes in classification, so that they could favor or oppose their adoption as best suited their interests.

Early in the year a meeting was held with the representatives of the different railroads and terminal companies, to consider the necessary improvements needed in our terminals to take care of the increased business of this gateway. We believe that the efforts of the officials of the railroads and terminal properties since that time have brought about improvements which have materially improved the conditions in this city, and at the present time we are in better shape than any other large terminal in this country.

We have been represented at many important meetings of the railroads and also at hearings held by the State and National Commissions.

Our merchants and manufacturers recognize that any concession in rates for St. Louis as a whole proves beneficial to every business man in the city, and that good results are secured from organized effort to foster and increase the trade and commerce of our city.

## IMPORTS AND EXPORTS OF THE UNITED STATES.

From the Bureau of Statistics, Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (—) twelve months 1901 and 1902.
	1900.	1901.	1902.	
<b>MERCHANDISE.</b>				
Imports—Free of Duty.....	\$ 842,288,761	\$ 881,512,618	\$ 408,642,902	\$+ 27,121,284
Dutiable .....	486,860,953	498,907,292	560,626,107	+ 61,718,815
Total.....	\$ 829,149,714	\$ 880,419,910	\$ 969,270,009	\$+ 88,850,099
Exports—Domestic.....	\$1,458,010,112	\$1,488,078,651	\$1,383,289,183	\$—104,789,468
Foreign.....	24,936,001	27,297,209	27,407,172	+ 109,963
Total.....	\$1,477,946,113	\$1,465,875,860	\$1,360,696,355	\$—104,679,505
Excess of Exports.....	\$ 648,796,399	\$ 584,955,950	\$ 391,426,346	\$—193,529,604
<b>GOLD.</b>				
Imports.....	\$ 66,749,084	\$ 54,761,880	\$ 44,162,767	\$— 10,899,118
Exports.....	54,134,628	57,783,939	86,080,576	— 21,753,368
Excess of Imports.....	\$ 12,614,461	.....	\$ 8,182,191	.....
Excess of Exports.....	.....	\$ 8,022,059	.....	.....
<b>SILVER.</b>				
Imports.....	\$ 40,100,343	\$ 31,146,782	\$ 26,402,985	\$— 4,743,847
Exports .....	66,221,664	55,638,359	49,272,954	— 6,365,404
Excess of Exports.....	\$ 26,121,321	\$ 24,491,576	\$ 22,870,019	\$— 1,621,557

## IMPORTS AND EXPORTS OF MERCHANDISE.

IMPORTS.	1899.	1900.	1901.	1902.
January .....	\$ 58,289,771	\$ 75,897,102	\$ 69,807,080	\$ 79,138,192
February .....	60,258,452	68,833,941	64,501,699	68,350,459
March.....	72,820,746	86,522,456	75,886,834	84,227,082
April.....	65,208,228	75,510,262	76,698,131	75,822,268
May.....	70,160,873	71,653,525	78,642,708	75,689,087
June .....	61,757,809	61,001,867	68,404,657	73,115,054
July .....	60,101,744	68,659,692	73,082,435	79,147,874
August.....	66,643,810	61,820,488	73,127,217	78,923,281
September.....	70,711,965	59,568,600	66,826,813	87,736,346
October.....	72,282,238	70,631,034	81,446,763	87,419,188
November.....	70,098,931	65,854,040	72,566,307	85,394,024
December.....	70,733,843	68,697,207	79,929,271	94,307,204
Totals—12 months ending December.	\$ 798,967,410	\$ 829,149,714	\$ 880,419,910	\$ 969,270,009
<b>EXPORTS.</b>				
January .....	\$ 115,591,446	\$ 117,597,148	\$ 136,325,601	\$ 129,145,180
February .....	98,887,151	119,426,985	112,957,014	101,569,695
March .....	104,559,689	134,157,225	124,478,643	106,749,401
April.....	88,794,878	118,772,580	120,754,190	109,169,873
May.....	93,841,247	118,427,849	124,567,911	102,321,531
June .....	96,894,227	108,651,857	102,774,263	89,240,483
July .....	94,926,170	100,452,807	109,452,510	88,790,627
August .....	104,646,020	108,575,965	108,024,209	94,942,310
September.....	109,886,677	115,901,722	106,989,926	121,232,384
October.....	125,966,527	163,889,680	145,659,415	144,827,428
November .....	123,755,911	136,702,324	136,455,639	125,200,620
December.....	123,268,033	145,889,871	136,941,539	148,006,823
Totals—12 months ending December.	\$1,275,467,971	\$1,477,946,113	\$1,465,875,860	\$1,360,696,355
Total Imports and Exports...	\$2,074,435,381	\$2,807,095,827	\$2,845,795,770	\$2,329,966,364
12 months ending Dec.: Excess of exports.	\$ 476,500,561	\$ 648,796,399	\$ 584,955,950	\$ 391,426,346

**PROGRESS OF THE UNITED STATES IN ITS AREA, POPULATION AND MATERIAL INDUSTRIES,**  
As reported by the Bureau of Statistics, Washington.

AREA, POPULATION AND INDUSTRIES.	1800	1850	1900
Area*.....square miles	827,844	2,990,959	3,025,600
Population .....	5,808,488	23,191,876	76,803,887
Population per square mile.....	6.41	7.78	25.22
Wealth †.....		7,185,780,000	† 94,800,000,000
Wealth per capita.....		807.69	1,235.86
Public debt, less cash in Treasury § .....	\$ 82,976,294.85	68,459,778.55	1,107,711,257.89
Debt per capita, less cash in Treasury.....	15.68	2.74	14.52
Interest-bearing debt.....			1,028,478,860
Annual interest charge.....			88,545,130
Interest per capita.....			.44
Gold coined.....	817,760	81,981,789	99,272,948
Silver coined .....	224,296	1,866,100	86,295,321
Gold in circulation.....			610,806,472
Gold certificates in circulation .....			200,733,019
Silver in circulation.....			142,050,334
Silver certificates in circulation.....			406,465,574
U. S. notes (greenbacks) outstanding.....			846,681,016
Nat'l bank notes outstanding (October 31).....			831,580,188
Circulation of money.....			2,055,150,998
Circulation per capita.....			26.98
National banks in operation January 1....No.			3,606
National banks—capital.....			608,588,045
Bank clearings, New York.....			51,964,588,564
Bank clearings, total, United States.....			84,582,450,081
Deposits in national banks .....			2,623,997,522
Deposits in savings banks.....		48,481,130	2,449,547,885
Depositors in savings banks.....No.		251,354	6,107,088
Farms and farm property, value of.....		3,967,848,580	20,514,001,838
Farm products, value of.....			8,764,177,706
Manufacturing establishments.....No.		128,025	512,734
Manufactures in United States, value of....		1,019,108,616	18,039,279,566
Imports of merchandise.....	91,252,768	178,509,526	849,941,184
Imports of merchandise per capita.....	17.19	7.48	10.88
Exports of merchandise.....	70,971,780	144,875,726	1,894,483,082
Exports of merchandise per capita.....	13.87	6.23	17.96
Production of gold.....		50,000,000	79,171,000
silver .....		50,000	74,533,495
coal .....		3,358,899	240,935,917
petroleum.....gallons			2,661,233,568
pig iron.....tons		563,755	13,789,242
steel.....tons			10,188,329
tin plates.....pounds			677,969,600
copper.....tons		650	270,588
wool.....pounds		52,516,969	288,636,621
wheat.....bushels		100,485,944	522,229,505
corn.....bushels		592,071,104	2,105,102,516
cotton.....bales	155,556	2,333,718	9,436,416
sugar.....tons		110,526	149,229
Sugar consumed .....			2,219,847
Cotton taken by mills.....bales		595,000	3,644,000
Cotton exported.....pounds		1,026,602,269	3,100,583,188
Railways in operation.....miles		9,021	194,321
Passengers carried.....No.			584,696,935
Freight carried 1 mile.....tons			141,162,109,413
Freight rates per ton per mile.....cents			.75
Passenger cars.....No.			26,786
Freight cars .....			1,358,467
Vessels passing through the Sault Ste. Marie Canal.....tonnage			22,815,834
Freight rates on wheat, Chicago to New York, per bushel:			
Lake and canal.....cents			4.42
Lake and rail.....cents			5.05
All rail.....cents			† 9.98

\* Exclusive of Alaska and islands belonging to the United States.

† True valuation of real and personal property.

‡ Estimated.

§ Total debt prior to 1850.

## GLEANINGS FROM THE CENSUS OF 1900.

Textile Industries (not incl. Flax, Hemp and Jute).... value of products	\$883,892,959
Cotton manufacture.....	\$839,200,320
Cotton, Raw Cotton, produced..... pounds	4,757,062,942
"    "    exported.....	3,100,583,188
"    "    domestic consumption.....	1,656,479,754
Wool, manufactures of..... value of products	\$296,990,484
Silk, manufactures of.....	107,256,268
Flour and Grist Mill products.....	560,719,063
Slaughtering and Meat packing.....	785,562,433
Cheese, Butter and Condensed Milk—factory product.....	131,199,277
Oleomargarine.....	12,499,812
Beet Sugar.....	7,323,857
Cleaned Rice.....	8,723,726
Starch.....	9,232,984
Cotton Seed products.....	42,411,835
Alcoholic Liquors.....	340,615,466
Tobacco.....	283,076,546
Manufactured Ice.....	13,874,513
Leather—tanned, curried and finished.....	529,311,269
Boots and Shoes.....	261,028,580
Rubber Boots and Shoes.....	41,069,819
Leather Gloves and Mittens.....	17,048,656
Lumber.....	566,832,984
Clay products.....	95,538,862
Glass.....	56,539,712
Turpentine and Rosin.....	20,844,888
Paper and Pulp.....	127,326,162
Printing and Publishing.....	847,055,050
Dairy products.....	600,000,000
Poultry raised in 1899.....	136,891,877
Eggs.....	144,266,158
Milk, Butter and Cheese—farm product.....	472,369,255
Wool.....	45,723,709
Orchard Fruits.....	83,751,840
Potatoes.....	98,387,614
Iron and Steel products.....	804,034,918
Tin Plate and Terne Dipping and Black Plate industries.....	61,912,619
Lead Smelting.....	175,466,304
Copper Smelting.....	165,131,670
Zinc Smelting.....	18,158,498
Electrical Apparatus and Supplies.....	91,348,889
Ship building.....	74,578,158
Locomotive works.....	35,209,048
Steam Railroad Car works.....	806,748,457
Carriages and Wagons.....	121,537,276
Bicycles and Tricycles.....	31,915,908
Agricultural Implements.....	101,207,428
Metal Working Machinery.....	44,885,229
Motive Power Appliances.....	35,120,218
Sewing Machines.....	21,129,561
Typewriters.....	6,982,629
Musical Instruments.....	44,514,463
Watches and Watch Cases.....	14,606,571
Pens and Pencils.....	4,222,148
Chemicals.....	62,676,780
Dyestuffs.....	7,850,748
Essential Oils.....	850,093
Explosives.....	17,125,418
Fertilizers.....	44,657,385
Paints and Varnishes.....	69,922,022
Total Chemical products.....	202,582,396
Petroleum Refining.....	128,929,384
Coke.....	85,585,445
Gas manufactured.....	75,716,698

## MANUFACTURING INDUSTRIES OF ST. LOUIS, CENSUS OF 1900.

	Number of Estab- lishments	Capital Employed.	Value of Products.
Babbitt Metal and Solder. ....	8	\$ 144,883	\$ 2,785,484
Boots and Shoes.....	29	2,804,644	8,286,156
Bottling.....	7	526,077	3,761,180
Boxes—Wooden Packing.....	17	573,157	1,346,848
Brass Castings and Brass Finishing.....	10	352,975	1,181,854
Bread and other Bakery products.....	887	2,265,728	4,817,756
Carriage and Wagon material.....	110	2,466,202	4,068,799
Cars—Railroad.....	8	2,880,982	4,974,662
Cars—General shop, construction and repairs. . .	6	945,145	1,555,069
Cars—Street.....	4	2,740,655	2,408,888
Chemicals.....	8	1,969,875	1,604,090
Clothing—Men's factory product.....	126	8,240,918	5,677,442
Clothing—Women's factory product.....	43	980,456	2,967,446
Coffee and Spice—roasting and grinding.....	20	2,271,296	4,766,564
Confectionery.....	49	1,248,547	2,967,696
Cooperage.....	44	1,146,662	1,696,862
Druggist Preparations.....	18	871,084	1,719,970
Flouring and Grist Mill products.....	16	.....	4,004,062
Food Preparations.....	22	.....	1,290,260
Foundry and Machine Shop products.....	189	.....	11,628,140
Furniture Factory products.....	40	.....	8,268,765
Iron and Steel.....	5	.....	8,274,448
Ironwork—Architectural and Ornamental.....	19	.....	1,768,698
Liquors—Malt.....	28	.....	11,678,598
Lumber—Planing Mill products.....	81	.....	2,867,160
Masonry—Brick and Stone.....	192	.....	5,133,669
Millinery—Custom work.....	129	.....	1,085,652
Paints.....	18	.....	8,696,678
Patent Medicines and Compounds.....	78	.....	2,698,010
Pottery, Terra Cotta and Fire Clay products.....	18	.....	1,287,117
Printing and Publishing—book and job.....	178	.....	4,420,147
Printing and Publishing—newspapers and period- icals.....	118	8,498,836	5,896,808
Saddlery and Harness.....	99	1,090,847	1,496,480
Slaughtering and Meat Packing—wholesale....	21	2,612,906	12,267,682
Soap and Candles, ...	18	2,281,698	8,437,785
Tin Smithing, Copper Smithing and Sheet Iron Working.....	214	1,857,788	2,180,484
Tobacco—Chewing, Smoking and Snuff.....	18	6,787,781	24,411,807
Tobacco—Cigars and Cigarettes.....	841	878,809	1,656,868
Wirework, Wire Rope and Cables.....	12	728,744	1,014,380
All other Industries.....	4,027	60,872,688	68,084,641
Total.....	6,782	\$162,179,381	\$238,629,788



## THE WORLD'S FAIR OF 1904 AT ST. LOUIS.

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### WHEREIN IT WILL DIFFER FROM AND SURPASS ALL OTHER EXPOSITIONS.

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By WALTER B. STEVENS, Secretary Louisiana Purchase Exposition.

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The greatness of the World's Fair is casting its shadows before. On the lower plateau of Forest Park four of the eight exhibition palaces are nearing completion. The remaining four are rapidly taking form and shape. Upon the upper plateau the \$1,000,000 Art Building of steel and stone is rising from its foundations. Across Skinker Road four of the Washington University buildings are filled with the Exposition official forces. Six other University buildings are being pushed to finish for occupation. The site for Agricultural Hall, largest of the exhibit buildings, is ready; as also is that for Horticultural Hall, adjacent.

At this mid-winter writing the day of formal opening is sixteen months away. Yet the work of construction is being pushed at a cost of over a half a million dollars a month. Dedication day, the 30th of April, 1903, the Centennial Anniversary of the signing of the Treaty of Purchase, will find the physical approaching the finishing stages. Some of the great structures will be in readiness for the uses they are to serve. All of them will be so near completion that plans for installation of exhibits can be made definitely. Grounds and buildings for the World's Fair of 1904 will be farther advanced at the dedication in 1903 than has been the case with similar undertakings six months before the opening.

Such is the present condition that those who see for the first time the site and growing construction express amazement at the materializing plans. From Art Hill the visitor who has known only what he has read, looks upon a scene which in grandeur of conception and in magnitude of accomplishment prompts him to wonder. This is of daily experience.

The World's Fair has passed through the problematical period. Questions of finance, of site, of plans, of construction are "water which has passed over the dam." Matters of detail, and not too many of them, only remain for execution. Well assured in character and number are the exhibits which will fill these great palaces, in which linear distance is measured by miles, square space by acres. It is no longer

a question of filling the two hundred and more acres under roof, but of selecting the best from the excess of applications. The Division of Exhibits has come out victorious with its policy. This is to be the most perfect of World's Fairs. Scientific classification is to rule—not geographical interest or local pride. States and Territories will provide buildings for the comfort and convenience of their people, not for the conglomerate housing of their products, raw and manufactured. So, too, nations will place their exhibits where they belong in the palaces, side by side, in groups and classes with the exhibits of the whole world. When the visitor has seen the exhibits in the group space allotted he will have seen all there is of that group represented at the Fair. This result may be called in a sense a surrender of locality to the science of classification. It is the evolution of the World's Fair in the highest sense. It was not brought about without more than one struggle between the Exposition management and local influences. Here and there a State or section was not ready to admit without argument that classification should prevail as against geographical consideration. At the Chicago World's Fair, it will be remembered, several States insisted upon having in their buildings a heterogeneous collection of exhibits. At St. Louis the competition will be by class and group, and the award of the jury will possess a value and a distinction which it could not obtain with exhibits of the same kind scattered in many places.

The plan and scope of this World's Fair declared in the very beginning for processes. The purpose to insist upon operating exhibits was proclaimed. The fruition is assured. The wheels will go round in greater number and in more ways than at any previous World's Fair. There will be operation and manufacture instead of endless array of things made. Exhibitors have taken kindly to the opportunity to show how products are produced. The live exhibits will be everywhere. They will require more space and more people than the still installation. They will give to this World's Fair above all its predecessors, educational value. Some of the most intricate and interesting mechanical processes will be shown. So far has this idea of actual operation been carried that many of the utilities of the World's Fair will be established as exhibits and thus entered for the consideration of the jury of award. Portions of the power plant, pumps, lighting devices, fire-fighting inventions, lamps, sanitary appliances, cranes, road-making machinery and a hundred other things of use in the maintenance of the World's Fair will be contributions from the makers to show by actual accomplishment their merits.

Participation by the world in this World's Fair is determined. Acceptances by the leading nations and by many colonies, more than thirty in all, have been received. These have been followed by visits of foreign commissioners to select sites for buildings, to file formally

their requests for exhibit space and to familiarize themselves with the plans and policies of the Exposition. The unanimity of action upon the Western Hemisphere is particularly gratifying and impressive. From the British Dominion to the Argentine Republic the responses have come promptly and heartily until the presence of every nation is promised. Of similar character has been the action by the Orient. The leading nations of Europe have entered energetically upon their preparations to build and to exhibit.

A Chicago editor came to commend mildly and returned to proclaim in his newspaper "the national surprise in store at St. Louis." This Louisiana Purchase Exposition in its formative stages amazes for its unlikeness to all predecessors. The two plateaus with the rolling slope of one hundred feet descent between them, present exposition topography which is novel to begin with. When was there a World's Fair built with this marked difference in elevations? The Commission of Architects grasped the opportunity in the conception of their plans. It is apparent now that one great charm is to be found in the view downward upon the exhibit palaces, the lagoons and plazas, while another equal, if not even stronger impression in lingering effect, will be made by the upward view embracing the terraces, the cascades, the colonnades, the domes and towers in a wealth of emerald setting supplied by lawn and forest. The range of hills, amphitheatre-like, curving and jutting, from west to east, across the site, has afforded conditions which the makers have utilized to produce a World's Fair picture without counterpart. This good fortune of the site in its original topography impresses more and more as the uses of the slope and the relations of construction on the two plateaus are made plain.

No other World's Fair has enjoyed the opportunities the Louisiana Purchase Exposition will have to impress its magnitude and distinguishing characteristics before the formal opening. For several months of 1903 this World's Fair will have place in the public eye second only to that it will possess in 1904. The last week of April, 1903, will bring to St. Louis to dedicate the grounds and buildings a most distinguished body of men. The ceremonies occupying three days and celebrating the centennial of the signing of the Louisiana Purchase treaty as well as dedicating the location of the Exposition will draw to the city 150,000 strangers. These visitors will carry away the impression of profound and pleasing surprise at the preparations being made for 1904.

In June of 1903 the National Saengerfest will be celebrated upon the World's Fair grounds with a promise of 50,000 attendance.

In September of 1903 will be assembled in St. Louis the first international press congress ever held on this hemisphere. The attendance of 500 newspaper editors and writers from European countries is made certain by the action of the last congress held at Berne, Switzerland. From Mexico, Central America, South America, Cuba and Canada news-

paper representatives will be present. All organized bodies of newspaper men in the United States will send delegates. The interest already manifested in this Congress marks it as one of the most notable gatherings of the year 1903.

If there is a State, Territory or possession of the United States which will not be represented by exhibits at this World's Fair, such absence cannot be forecasted now. On the contrary the indications point to participation by every subdivision of this country. States and Territories have responded with a degree of promptness and on a scale not shown for the World's Columbian Exposition. In this winter of 1903 more than twenty Legislatures are sitting and legislation for the World's Fair is in progress where it has not been already enacted. The State and Territorial expenditures at St. Louis will be fifty per cent. larger than they were at Chicago.

"Our aim will be to make it fairly representative of the work the Government is doing for the people." So admirably expresses the head of the Board of Managers the purposes of the display which the National Government will make at the World's Fair. Congress has been liberal in the financial support. Upon the Government Building and exhibits will be expended \$1,500,000 with the wisdom acquired by much Exposition experience. The capital of the nation with its great official machinery, its numberless bureaus, its vast museums, its varied fields of effort to benefit the people, is situated nearly one thousand miles from the center of population. It has never been seen; it never will be seen by millions of people who will visit the World's Fair at St. Louis. The Exposition offers the opportunity to make accessible the best and most instructive features of government work to these people for a period of seven months. The expenditure needs no argument of justification. Government funds never were applied more directly or with greater profit to the benefit of the people than they will be upon this government exhibit.

The work of the Post Office Department in the actual performance of handling the mails will be carried on in full view of visitors. A railway mail car with one side of plate glass exposing all that is going on inside will be operated. Every method of mail transportation will be shown.

In an immense cage, larger than any in Washington or in Central Park, New York, with trees and bushes and rocks to simulate the forest, will be thousands of birds of all sizes and colors of plumage.

In the geological division, among other strange things, will be a restoration of the stegasaur, one of the largest of the extinct monsters of this continent, beside which the restored mastodon will appear small indeed.

In biology there will be the model of a whale with casts of ancondas and animals of extraordinary size.

The astrophysical observation will show its bolometer, the wonderful instrument invented to record changes of temperature so slight as a millionth of a degree. The collection of meteorites will come under this division.

The open air exhibits of the Department of Agriculture will occupy ten acres of ground. They will show grasses and grains, seed investigation, poisonous plants, bearing vines. The experimental work of the department in many directions will be carried on before the World's Fair visitors.

Indoors the chemical laboratories will conduct experiments in foods, in sugar and in water. The apparatus and instruments of the weather bureau will be in service.

Out of doors roads will be made and tested by hauling under the direction of officers of the government.

In entomology, in forestry, in the experimental station field, in the animal industry division, in other branches of its work the Department of Agriculture will have exhibits far more elaborate than ever before.

The spirit of life and motion, of actual operation, will enter into the government exhibits. Thus the Treasury Department will show the presses at work upon paper money and upon coins.

A special building will contain the exhibit of the Fish Commission. It will show in great aquariums the largest collection of fish ever made in this country, if not in the world. The Commission has recently added to the collection many new specimens from the Philippines and the other waters of the Orient. Among these is a sea monster which is called the electric light fish, having a sac of phosphorous on its head which gives out a glow like a headlight.

Chiefs of the Exhibit Departments are vying with each other to introduce in their respective buildings the greatest number and extent of living exhibits. In Manufactures, in Liberal Arts, in Machinery and in Electricity there will be motion and processes everywhere. It was to be expected that in these departments exhibitors might be induced to take the new departure in installation. But visitors will be surprised surely at the extent of activity which will prevail in some of the other Departments. In Transportation there will be provision for test in speed and power of locomotives. Automobiles will have a speedway. In Mines and Metallurgy, smelting and stamping will be shown in actual operation. Mining machinery will be in operation and the processes of producing from the ores zinc and lead especially will be shown. Cold storage and ice-making will be illustrated by a plant in operation with a capacity of over 1,000 tons a day. The garbage of the entire Exposition will be treated by a model plant which will be conducted for inspection by visitors. And in this connection will be other features of model city making, the architectural and artistic, the latest devices and appliances dear to the advocate of civic improvement.

The very highest development of fire-fighting and life-saving skill will be shown by a picked and trained company of pompiers and firemen. Daily exhibitions will be given in answering alarms, in climbing five-story buildings on fire, and in suppressing the flames. In education there will be actual instruction of classes of the deaf and dumb and the blind. A printing establishment will show the methods of preparing plates and getting out an edition of a magazine. A model theatre will be equipped with all the latest devices and the operation of them will be shown. Briquettes, smokeless and efficient as hardcoal, will be manufactured from the cheapest of soft coal and coal dust. There will be almost no end to the variety of manufacturing which will be performed in the presence of visitors.

The evolution of the concession will distinguish the Louisiana Purchase Exposition. From the status of the sideshow, tolerated in the past on a percentage, the privileged amusements are to be advanced at St. Louis to a more prominent place. Architectural picture, exhibits and concessions here become co-ordinate attractions. In the theory of organization the Director of Concessions takes his place on equal footing with the Director of Works and the Director of Exhibits. The Committee on Concessions has been made one of the most important of the subdivisions of the Board of Directors.

Never before have the possibilities of the concession been recognized and encouraged as at St. Louis. Fruits of this policy are seen in the maturing and contemplated expenditure of the concessionaires. The investment will be in the millions of dollars, several times greater than at any former universal Exposition. From more than 2,500 applications and suggestions, the Director of Concessions and his Committee have made their selections and concluded negotiations. The globe has been searched for amusements and reproduction of life of other countries, the presentation of which will add to the interest of the World's Fair.

This evolution of the concessions is natural and legitimate. Construction on the World's Fair grounds will present the architecture of all nations. The exhibit palaces will show by classes and groups the raw products and the processes of manufacture. Why should not the concession satisfy curiosity and interest in the vocations, the recreations, in brief, the daily life of the peoples of the earth? And that they will do in magnitude and in variety which no previous Exposition has attempted. The highway of concessions will be a tour of the world. Jerusalem with wall and gates and those places of sacred historic interest will be reproduced and populated by several hundred persons of various crafts and callings brought from the Holy City to represent its every-day life of the present. As much as the space of a dozen city blocks will be embraced in this reproduction. The topography even

will be selected to conform to those portions of Jerusalem which are to be copied. Several hundred thousand dollars will be expended upon the Jerusalem concession before the gates of the World's Fair open.

Another ambitious and assured feature will be an extensive reproduction of a famous locality of Switzerland where Tyrolese will give to the scenery the animate representations of life among the Alps. Here again money will be expended upon a scale not dreamed of in the days of the Columbian Midway. A street from Japan will be constructed true to that country and will be lined with shops and places of entertainment conducted by Japanese.

China for the first time in her history will participate as a government, and will have exhibits under the auspices of an Imperial commission, occupying many thousand square feet of space in the palaces. The preparation of these exhibits especially in the form of curios has been going on for months. But perhaps of more interest to the visitor will be the Chinese street, upon which the Chinese people will have their home industries, their theatre, their joss house, their shops and their restaurant. From Ceylon will come the swarthy East Indians to serve and entertain in a tea garden typical of that country.

In the presentations of life in the Orient the Filipinos will be especially strong. They will occupy a reservation as large as that of an American town of a thousand people. They will come from a dozen different tribes. They will live in the same kind of homes on water, on plain and in tree tops that they do in the Philippines. They will carry on the industries, engage in the recreations and live the lives that they do in the archipelago. Besides the settlement of Filipinos will be camped a battalion of the native soldiers presenting a semi-daily drill. A Filipino orchestra of one hundred players will illustrate the musical talent of the islands.

Africa, Europe and South America will have streets and villages in the group of concessions. The South Seas will be represented in this polyglot city of the world. Mexico will send a troop of her famous and picturesque mountain cavalry, the Rurales, as well as a full military band. These communities, reproducing life from all of the continents, will number several thousand people, and will occupy more space than was given to the entire Paris Exposition of 1900.

Processes instead of products will give the exhibits in the palaces distinguishing character in this Exposition. So, too, living illustration will enter into other features of the Fair. A Company of Artillery will camp upon the ground to man the seacoast battery and to handle daily the great gun weighing 115,000 pounds. A government life-saving crew from the coast will occupy a station by the lake and give daily exhibitions of the uses of life-saving appliances. A battalion of marines will be located on the grounds to show by regular drills the efficiency and importance of a branch of the military service scarcely known to



the interior of the United States until the late war with Spain. The Marine Corps, composed of a few men and almost unknown, is now, with the rapid growth of the navy, enlarged to an army of several thousand men trained for sea and land service. The sea soldiers will be strongly represented at the World's Fair.

With the assurances of government support and the incorporation of the Exposition Company, a movement was inaugurated early in 1901 to insure a certain basis of organized attendance. As the result of this steady effort of many months, there will be held in St. Louis during the World's Fair year, 140 national and international conventions. It seems probable that this number will be increased by bodies meeting in 1903 to 160 conventions to be held in St. Louis during 1904. This does not take into account the series of International Congresses now being arranged as a department of the World's Fair organization to be held under the auspices of the Exposition management. The 140 conventions are bodies which meet annually, biennially, or quadrennially. They will number from 250 to 2,500 delegates and each of these conventions will bring to St. Louis from 500 to 5,000 people with the World's Fair incentive added. These conventions will be well distributed through the period of the Fair from April to December.

International Congresses, apart from these conventions, will be arranged by a Director of Congresses and an Advisory Council composed of heads of great educational institutions. Possibly a better description would be one great International Congress of Arts and Sciences with more than one hundred sections. In this Congress the leaders of the World of Art and Science are to be brought together, adding to the material and to the amusing features an exhibit of the best thought of all nations.

The proposed flying ship tournament with its capital prize of \$100,000 has prompted such extensive preparation that a contest of great interest is assured. To this have been added athletic contests to be given in a great stadium; an international contest of carrier pigeons, and an international horseshow.

The World's Fair of 1904 is growing beyond all anticipations.



## ST. LOUIS.

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The fourth city of the United States in population.  
The largest and most important city in the Louisiana Purchase.  
The largest manufacturer of tobacco in the world.  
Has the largest drug house in the United States.  
Has the largest woodenware house in America.  
Has the largest hardware house in the country.  
Is the largest dry goods market west of the Alleghanies. i  
Has the largest shoe house in the world.  
The largest shoe distributing city in the Union.  
Is the largest millinery market in America.  
The largest inland coffee distributing center.  
One of the great railroad centers.  
The principal city on the longest river in North America.  
The largest hardwood lumber market in America.  
Makes more street and railroad cars than any other point.  
The largest horse and mule market in the world.  
A prominent manufacturing center.  
Has the best rapid transit system known.  
Will have the greatest World's Fair in history in 1904.  
Leads in output of American-made chemicals.  
Prominent in the manufacture of proprietary medicines.  
Receipts of grain in 1902, 70,437,072 bushels.  
Receipts of flour in 1902, 2,217,685 barrels.  
Flour manufactured in 1902, 1,322,530 barrels.  
Banking capital and surplus, 1902, \$84,940,578.  
Bank clearings in 1902, \$2,506,804,320.  
Leads in manufacture of stoves and ranges.  
Tonnage receives and forwarded in 1902, 29,737,577 tons.  
Death rate per thousand in 1902, 16.66.  
Largest brewery in the United States.  
Has 92 public schools, with 84,774 scholars.  
Largest and most complete railway station in America.  
Has 18 public Parks containing 2,125 acres.  
St. Louis post office ranks first in ratio of expenses to receipts.  
Receipts at St. Louis post office in 1902, \$2,735,674.  
Pieces of mail matter originating in St. Louis in 1902, 282,321,446.  
Is renowned for beautiful residence districts.  
Has 19 miles of river front.  
Real estate transfers in 1902, \$45,123,135.  
Value of buildings erected in 1902, \$12,854,035.

## ST. LOUIS IN 1901 AND 1902.

	1901.	1902.
Area, square miles.....	62 3/4	62 3/4
Population.....	600,000	621,000
Real Estate and personal, assessed value.....	\$394,722,700	\$418,046,800
Bonded debt.....	\$18,916,278	\$28,916,278
Houses erected, number, 4,502 in 1902; 8,722 in 1901; cost.....	\$18,207,991	\$12,654,068
River front, miles.....	19	19
Public parks, number, 18, acres.....	2,125	2,125
Paved streets, miles.....	.....	451.5
Paved alleys, miles.....	115	119
Sewers, miles, 53 1/4; cost.....	11,651,075	\$12,024,878
Conduits for under-ground wires, miles.....	141	170
Water supply, capacity gallons per day.....	100,000,000	120,000,000
Water supply, average daily consumption.....	65,891,098	57,179,600
Receipts from water licenses.....	\$1,712,998	\$1,770,242
Public Schools, number, 92; Teachers, 1,828; Scholars, 1902, 84,774; cost.....	\$5,887,850	\$6,854,851
New Union Station, 52 tracks, covers acres.....	11	11
Railroad lines terminating in St. Louis.....	29	24
Street Railroads, miles single track.....	.....	887.67
Passengers carried.....	152,948,251	145,867,867
Revenue of the City from taxation.....	\$5,706,811	\$6,418,896
Revenue of the City from Special Taxes and Licenses.....	.....	\$1,442,808
Death rate per thousand.....	17.72	16.66
Post Office, cash receipts.....	\$2,240,429	\$2,785,674
Post Office, Pieces of Mail originating in St. Louis.....	245,784,171	262,821,446
Tonnage, Total tons received.....	17,896,828	18,477,729
Tonnage, Total tons shipped.....	10,862,886	.....
Manufactures, product, census 1900.....	.....	.....
Bank clearings.....	\$	.....
Bank and Trust Companies, capital and surplus.....	.....	.....
Tobacco, manufactured, pounds.....	.....	.....
Breweries, output, gallons.....	.....	.....
Grain, receipts, bushels.....	.....	.....
Flour manufactured, barrels.....	.....	.....
Public Elevators, 9; capacity, bushels.....	.....	.....
Private Elevators, 19; capacity, bushels.....	.....	.....
Lead received, pigs.....	.....	.....
Zinc and Spelter, slabs.....	.....	.....
Cattle received, number.....	.....	.....
Hogs received, number.....	.....	.....
Sheep received, number.....	.....	.....
Horses and Mules received, number.....	.....	.....
Cotton, receipts, bales.....	.....	.....
Coal (all kinds) received, tons.....	.....	.....
Dry Goods, Notions, and kindred lines.....	Sales.....	.....
Groceries and kindred lines.....	".....	.....
Boots and Shoes.....	".....	.....
Tobacco and Cigars.....	".....	.....
Hardware, shelf and heavy.....	".....	.....
Woodenware.....	".....	.....
Lumber.....	".....	.....
Candles.....	".....	.....
Beer.....	".....	.....
Clothing.....	".....	.....
Furniture and kindred lines.....	".....	.....
Stoves and Ranges.....	".....	.....
Agricultural Machinery and Vehicles.....	".....	.....
Iron and Steel and Wagon Material.....	".....	.....
Electrical Machinery, Goods and Supplies.....	".....	.....
Paints and Paint Oils.....	".....	.....
Saddlery and Harness.....	".....	.....
Hats, Caps and Gloves.....	".....	.....
Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals.....	Sales.....	.....
Glass, Glassware and Queensware.....	\$40,000,000	\$40,000,000
Brick, Terra Cotta and Clay products.....	\$5,500,000	\$6,000,000
Wool, receipts, 26,578,080 lbs. 1902; 26,577,110 lbs. 1901; value.....	\$4,000,000	\$5,000,000
Hides, receipts 1902, 56,287, 220 lbs.....	\$10,500,000	\$12,000,000
Carpets and kindred lines.....	.....	\$10,000,000
Railroad and Street Cars.....	.....	\$4,500,000
Paper, Stationery and Envelopes.....	.....	\$20,000,000
	.....	\$5,000,000

## REVIEW.

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St. Louis, the commercial capital of Missouri, the largest and most important city in the Louisiana Purchase, has shared plentifully in the general prosperity of the past year. This is evidenced by increased business of the Clearing House, a larger volume of tonnage handled, additional rail lines seeking entrance, enlarged terminal facilities, a decided increase in the amount of mail matter handled, an extension of trade territory and consequent larger sales by jobbers and manufacturers, larger banking capital and surplus, a marked increase in the grain trade, and by the general satisfaction as to the year's business and the bright prospects for the future.

The trade territory of St. Louis now extends over the entire country, some lines selling goods in every State in the Union, and a number doing considerable foreign business.

The rapid development of the great Southwest, and the special inducements offered to homeseekers by the various railroads traversing that territory, will further develop the commerce of St. Louis in the very near future, by opening up a trade which will be naturally tributary by nearness of location, and accessible by direct rail lines. The fact that there are no large jobbing houses between this gateway and the Southwest, gives to St. Louis and her sister city on the Kaw special advantages for controlling the trade of this vast, and as yet, undeveloped territory. That our merchants and manufacturers will improve this opportunity is evidenced by the fact that already the trade of that section is largely controlled by St. Louis.

The increased and increasing importance of St. Louis as a great commercial center is also emphasized by the fact that during the last year one of the great trunk lines of the West has secured entrance to the city, and others are contemplating extending their rails to St. Louis when terminal facilities can be obtained. Established roads have increased their mileage by the absorption of connecting lines, and the Terminal Association has entered upon a most extensive addition to the facilities for handling both freight and passenger business; the present terminals being entirely inadequate for the rapidly increasing traffic. One of the most important of the Terminal's projected improvements is the erection of an additional shore pier to the Eads Bridge, by which passenger trains may be diverted to the elevated track on the river front, and thus reach the Union Station without passing through the tunnel. On another page, under the head of Transportation, will be found a review in detail of the increase in rail facilities during the year.

The bank clearings of a city indicate, perhaps, more forcibly than any other statistics, the condition of trade. During the past year the clearings

of St. Louis banks and trust companies amounted to \$2,506,804,320, an increase of 10 4-10% over 1901, and the largest in the history of the Clearing House. Banking capital has been increased, and the combined capital and surplus of the banks and trust companies is now \$87,267,173, with deposits amounting to \$209,522,208.

In financial circles there was an abundance of money for the business of the community. The enormous crops required vast sums to move them, and the money was at hand when needed. This city handled considerable outside paper, and important sums were loaned in the East. A number of large transactions were financed exclusively by local houses, proving that this metropolis can bank for its customers, as well as sell them goods. Among the important transactions of this character was the handling of a ten million dollar bond issue of a Mexican railway, the organization and re-organization of a number of steam and street railways, electric light and power companies, and the financing of a number of industrial combinations. The local banks and trust companies have become financial powers of the country. During the year there were two consolidations of financial institutions, and three new banks and one new trust company entered the field.

The statements of tonnage received and handled is a good index as to the volume of business. Carefully compiled reports from the various rail and water lines show that during the past year 29,737,577 tons of freight were received and forwarded from St. Louis, being an increase over 1901 of 978,913 tons.

The postoffice returns also reflect with great accuracy the business activity of a city. It appears that during the past twelve months the cash receipts of the St. Louis postoffice were \$2,735,674, as against \$2,240,429 in 1901, while the total number of pieces of mail matter originating at St. Louis increased from 245,784,171 in 1901 to 282,321,446 in 1902.

The harvests of 1902 were the most bountiful ever produced, and the State of Missouri was among the first in yield per acre. St. Louis being the natural market for the surplus of the great Western States, received her full share; the aggregate receipts of cereals being 70,437,072 bushels, the largest in many years. If to the grain receipts is added flour, in its equivalent in wheat, the receipts would be equal to 80,416,654 bushels. The business of the year was profitable and eminently satisfactory. In speculative lines the business was more than up to the average, and was steady and profitable. In the many other lines of business transacted on the floor of the Exchange, both the volume of business and results were gratifying, so that it can be recorded that 1902 was a prosperous year for the members of the Merchants' Exchange.

The growth of St. Louis is demonstrated by the erection during the past year of many large commodious buildings for the wholesale trade, notably in the Washington avenue district, and many large office buildings. The older houses have moved into the larger and more modern structures, while the vacated premises have been quickly taken by new houses. The same

condition has prevailed in the resident district. The increase in population has created a demand for dwelling houses which has been difficult to fill. Many new residences of modern size, as well as others of superior excellence; also a number of large apartment houses, have been erected, all of which have readily found tenants.

Large sums have been expended in remodeling and refitting a number of down-town hotels. In the West End the residence hotels find use for all their rooms, and a number of new hostelrys have been contracted for there and in the center of the city. The business of public entertaining is well provided for. Many new buildings are arranged for, to be completed in time to provide entertainment for the thousands who will visit the city during the World's Fair in 1904.

The announcement that St. Louis will hold in 1904 the Greatest World's Fair in history, has drawn the attention of the world to this city, and the advertisement thus given has been one of the causes of increased volume of trade. A number of new houses in various lines have located here, and the general business has been largely augmented.

In dry goods and kindred lines St. Louis has made great progress in recent years, and is now the largest distributor in this line in the West. Notwithstanding the fact that the years 1900 and 1901 witnessed very large gains in this line, the business of 1902 shows still further progress. The capital invested in dry goods, cloths, notions, silks, furnishings and similar lines, was increased largely, while the amount of sales are estimated to have increased 10 to 15%, making the total volume of business in this line at least \$120,000,000. All the dry goods houses report an increase in sales; not only in territory heretofore occupied, but in new fields in the Central States east of the Mississippi River, and in the far away States in the North and Northwest. A number of houses are now manufacturing many articles, such as skirts, neckwear, suspenders and ready-made garments, and the growth of this department is more rapid and noteworthy than any other feature of the business. Prices were slightly advanced during the year in cotton products, but in other lines were practically unchanged.

In no line has there been a more rapid development than in the shoe trade. St. Louis now holds first place as a jobber of shoes. It may be asserted that Boston is the largest shoe market in the world. This is true if in the Boston business is included the output of New England manufacturers, who from their Boston offices make sales of goods that are shipped direct from the factories to the wholesale dealers throughout the country. But if the business of the Boston shoe houses, as jobbers to the retail dealers is considered, St. Louis easily leads. As a manufacturer of shoes, St. Louis has made rapid progress. Fully one-half of the goods sold are the output of St. Louis factories, and are of the better grades; the cheaper lines being purchased in the East. This city is also the largest buyer of Eastern-made shoes. During the past year all the large shoe houses have increased their manufacturing facilities. A number of new factories have been erected and sites for others purchased. On another page will be found a statement giving in detail the statistics of the business.

In the line of hats, caps and gloves St. Louis has retained its position as the largest market for soft hats in the United States. The year's business shows an increase throughout the line on an average of  $12\frac{1}{2}\%$ . In the glove department, however, remarkable progress has been made, and sales have increased fully 40%. The increase is most marked in the gloves made in this city, which are principally working and driving gloves and riding gauntlets. At the close of the year, orders were being booked for next spring, and they indicate still further increase in this business for the coming year. No hats or caps are made here, and the supply still comes from the East. The local jobbers have held their own in the South and Southwest, and made their principal gains in the Central West. The gross volume of the local business in hats, caps and gloves was in the neighborhood of \$5,000,000.

In wholesale clothing circles sales for the year are reported to have been about 15% greater in money value than those of 1901, but as it is also stated that prices were higher to a smaller or greater degree, the actual volume of business done is about the same as during the preceding year. Practically the entire output of the city is manufactured here. House stocks are lower than at any time within the experience of the trade, and good prices and sales are expected for the ensuing year. Important gains have been made in the sales to the far Northern States.

The wholesale millinery trade did a business during the year that foots up fully \$8,000,000. This is about  $12\frac{1}{2}\%$  higher than the sales of the year before. Prices were unchanged. The most important gains in sales were made in the Southeastern States, Georgia and Florida being particularly prominent. This district is being won from rival markets in the East despite most discouraging freight differences. A new millinery jobbing house began business at the close of the year. St. Louis has become one of the greatest millinery markets of the country.

The jobbing silk business is growing rapidly in this city. In spool silk the sales for 1902 were more than 25% greater than those of 1901. The business of the past year almost reached \$2,000,000 in value. The local houses are all agents of outside concerns. The broad silk business is a new industry locally, being only about four years old; but in that limited time it has grown to the dignity of one of the recognized silk centers of the country. The sales of 1902 were one-third larger than those of 1901, and twice those of 1900. They approximate \$5,000,000. The local importations of 1902 were three times as great as those of any previous year. The heavy foreign buying of St. Louis jobbers has brought to the city every advantage possessed by New York—the American silk center par excellence.

In hardware St. Louis still maintains its striking pre-eminence. No other city in the world does one-half the business handled by the local jobbers in shelf hardware. Sales reached very close to \$35,000,000, and were fully 20% above those of 1901. The year was notable for the large number of new stocks sold to all parts of the country by St. Louis houses.

The export trade was satisfactory, and the only complaints were the usual ones about the falling off in Texas. Prices were practically unchanged.

In clay products, inclusive of building, paving and fire brick, piping, tiling and terre cotta, the business of the past year is said to have been 25% greater than that of the previous year, with sales in excess of \$5,000,000. St. Louis is a prominent producer and distributor of the higher grades of clay products. A healthy and growing demand is reported from Cuba and Mexico.

The money invested in the agricultural implement business in St. Louis was increased 12½ to 15% during 1902. The volume of business was not quite as large as that of 1901, principally because the drouth prevailing in 1901 throughout the St. Louis tributary country, which curtailed spring purchases. Towards the close of the year, however, business improved considerably, and the indications for the coming year are very bright. The export trade with Southern countries is growing steadily, but is not in a satisfactory condition in those communities that are operating on a silver basis. Prices are somewhat higher on account of advances in iron and steel.

Similar conditions were experienced by the dealers in buggies and vehicles, and the saddle and harness concerns. These lines are more closely in touch with the farming community than any other, and they unanimously report that the business of the past twelve months is below that of 1901. In every instance the spring trade fell off and showed a loss of at least 20% on the average. From August on business improved all along the line, and the year closed with enough orders on the books of local houses to insure substantial gains next year. St. Louis is the largest moderate-priced vehicle and buggy market in the country. Prices were about 7½% higher on the average. The bulk of the city's business is manufactured here. The city is not prominent in the high grade carriage business, but the local houses in that line were uniformly prosperous, and pronounce 1902 the best year in their experience, and 10 to 25% better than 1901. The saddle and harness business of St. Louis is a solid and substantial part of the local commerce. The sales of 1902 amounted to about \$5,000,000. Besides the manufacturing of harness, all the local houses are extensively engaged in the jobbing of material, supplies and saddlery hardware.

The position of St. Louis as a lumber market remains unexcelled. The woods of the South have grown in consumption considerably in excess of those of the North, and this city is the center of the Southern Lumber World. During the past year twenty new firms opened general sales offices here, and almost all the big operators of the country are operating in this market. Receipts of 1902 are in excess of a billion and a half feet; the St. Louis business made up of direct shipments, which never touched this point, are reported to have been at least 750,000,000 feet.

St. Louis is the largest drug market in the West. The trade of 1902 was in the main satisfactory. The value of business in the drug trade proper is placed at \$7,000,000. The field of operations for the wholesale dealer is



gradually being curtailed by the disposition of the manufacturer to deal direct with the retail trade. This condition prevails throughout the country, and has compelled the wholesale dealers to enter the field of the manufacturer and put out their own pharmaceutical and proprietary goods. The local proprietary medicine houses added largely to their business during the year, and several of these establishments have attained the very foremost place in their respective lines. As a manufacturer of heavy chemicals St. Louis occupies front rank, and the output is shipped to all parts of the United States and to many foreign countries. Take the trade as a whole the aggregate of sales during the past year was fully \$40,000,000.

In paints and oils the volume of trade was practically the same as for the previous year. There was a falling off in the spring trade, but an improvement in the fall business which made good the earlier loss. Sales were estimated at \$6,000,000. St. Louis is recognized as the best market in this line in Trans-Mississippi territory.

In the distribution of iron, heavy hardware and wagon material St. Louis maintained its position as one of the most important points in the country. The business of 1902 was 15 to 20% greater than in 1901, and totaled in the neighborhood of \$15,000,000. The dealers did all the business within their power, as the mills have for some time been several months behind their orders. The demands on the local market were far in excess of the ability of the mills to supply them. Prices ruled higher. The prospects for 1903 are exceedingly bright.

So firmly established is this city in the position of the leading woodenware market, that there is really only one large house in this line outside this city. St. Louis markets more than one-half the woodenware of the country. The business of the past year showed a decided increase over the preceding. Sales approximated \$10,000,000, and the trade territory covered the entire United States.

The paper business of St. Louis for 1902, including stationery and envelopes, was in excess of \$5,000,000. The year's gain is estimated at 33 $\frac{1}{3}$ % in money value; partially explained by the fact that prices ruled between 20 and 25% higher on the average. The paper mills of the East were constantly behind their orders. The local factories devoted to the manufacture of envelopes showed gratifying gains.

This city is in the first rank as a trunk manufacturing point. A new factory, said to be unequalled in size in the United States, went into operation at the close of the year. The business of 1902 approximated \$1,500,000; practically the same as 1901.

The year in groceries was marked by an unique condition. The jobbers consider the business an improvement on 1901, although sales in that year were greater than in the one just closed. The paradox is caused by the fact that the drought of 1901 was an important benefit to the trade of that year. Droughts always benefit the grocery business, because food producers are compelled to resort to the stocks of the grocery houses for their own subsistence. So the business of 1901 had an unnatural inflation, and that



of 1902 showed a healthy increase of normal sales. The straight jobbing business amounts to about \$55,000,000, and when this added to the operations of coffee houses, vinegar, spices, and other kindred lines, the resulting figures will exceed \$75,000,000. St. Louis is considered the leading market in the West for green and roasted coffee. Its advantages for receiving green coffee from Brazil accounts for the enviable position. Some of the largest and most prominent coffee roasting houses in the country are located here.

The glassware and crockery trade of 1902 shows marked improvement, justifying the statement that St. Louis has taken a prominent place in this line. The cut glass industry, started in 1901 has made rapid progress, and sales have increased ten-fold, extending principally through the West, South and Southeast, and a new factory is projected for the coming year. The crockeryware trade has also expanded, and sales have been large enough to control certain pottery factories in advantageous shipping locations. It is stated that sales were fully \$5,000,000.

In plate and sheet glass the year shows an increase in volume of 25% with prices somewhat lower. Impossibility to fill orders without serious delay was the only trouble with the trade. The World's Fair construction created a big local demand for window glass. Mirror glass sales made a large increase. The glass factories in this vicinity made decided gains, although the bulk of the goods still come from Indiana and Pennsylvania. An enormous plant, just outside the city, was nearing completion at the end of the year. It will be a force in the business of 1903. In ornamental or art glass, authorities estimate the increase of business at not less than 50%. St. Louis has the largest general art glass house in the country. Increased demands from planing mills for ornamental glass for stock purposes was an important factor in the prosperity. Bevelled plate glass, with metallic sash, is shipped from here all over the West and South. In bottles the volume of shipments were about the same as that of 1901, a condition extremely satisfactory to the trade, as 1901 was 35 to 40% over 1900. In this line, both as a manufacturing and distributing point, St. Louis occupies an enviable position. In beer bottles it is one of the two largest markets in the United States.

From "time out of mind" St. Louis has been the largest primary fur market in the world, and there is little danger of her pre-eminence being disputed. The season closing in 1902 was double that of 1901 in volume of business, and the season beginning in December, 1902, indicated an intention to at least equal the high water mark of the trade. The catch was unprecedentedly large, and at the same time prices were never better. The furs were sold to manufacturers from all parts of the United States and Canada, and large shipments were made to London, the greatest finished fur market in the world. The wave of prosperity is considered due solely to the enormous consumptive demand from fur-wearing regions, and no speculative holdings have affected the market.

In wool this city ranks second to Boston; 1902 was the best year in the history of the business. Sales were above \$12,000,000, an increase of 20 to

25%. Shipments were made to all parts of the country, and demands far heavier than usual from mills in the Mississippi Valley helped to swell the increase of local sales. Values were higher.

In hides there was a gain of about the same amount. The city ranks second in the marketing of domestic hides. The business of the year is conservatively estimated at \$10,000,000. Most shipments were made to tanners in Pennsylvania, New York, Wisconsin and Michigan; but the local demand was very heavy, because of the increased business of the several large tanneries located here.

In the way of electrical supplies St. Louis is fast coming to the front as a leading market. Jobbing sales in 1902 increased about 25%. The South and Southwest is the principal trade territory. The Mexican business is heavy, and branch houses of St. Louis concerns are located in that country. Shipments from local factories to Japan and the Orient are by no means small. In the way of electrical machinery business was very heavy with railroads and lighting plants. The World's Fair swelled the local demand.

The Mound City is very prominent in the jobbing and manufacturing of railway supplies. No city in the world enjoys a larger volume of business in this line; the reason being that many railway purchasing headquarters are located here. Another important cause is the undisputed fact that the development of railroad possibilities in the Southwest is easily twice as great as in any other district. Sales in 1902 were 20% over 1901, and the latter year was fully 40% over 1900. Local manufacturing interests are growing, and the products of St. Louis plants are used all over the American Continent, and on the railways of Europe. So widespread is the trade territory that business with Mexico and Canada is not considered export trade at all.

The furniture trade enjoyed a business as large, if not larger, than that of the preceding year. The city has attained a most prominent position in this line. Local factory interests are exceedingly large, and in the manufacture of cheap and medium grade furniture this city probably ranks first in this country. Shipments are made into every State, and the export trade is decidedly heavy.

In the manufacture and distribution of candies St. Louis is the most important point west of the Atlantic seaboard, and ranks second or third in the country. The business of 1902 was practically the same as that of 1901, with unchanged prices. The trade territory of the city extends from the Rockies to the Alleghenies, including the most northern tier of States, as well as the most southern.

Local carpet houses report a gain of 10% for the year. Sales were around \$4,000,000, and the entire country, with the exception of the Atlantic seaboard, was covered by shipments. New residents in the city coming from other quarters made a heavy increase in the local consumption. In carpets this is a most important jobbing center, and the business is increasing annually.

The cold storage facilities of the city are ample for its needs. The investment in these plants amount to \$1,600 000. Although in cubic capacity St. Louis is not the largest in the West, it unquestionably has the most complete facilities, because of its extensive system of pipes for the distribution of cold for the purpose of storing in any part of the business section. It is the only system of the kind in the West, and at the present time employs over three miles of piping. The amount of property stored during the year was far above former years.

Local manufacturers of stoves and ranges suffered during the past year from the effects of the drought of 1901. Sales for the first six months were very slow, and although the later months showed an increase over the same months of 1901, the whole year showed a falling off. The sales of the year are reported at \$3,000,000, and shipments were made throughout the country, with the exception of the New England States. Prices were higher because of advanced cost of every element of manufacture.

In the extent of its prominence in the manufacture of passenger and freight cars St. Louis enjoys a world-wide pre-eminence. More street cars are built here than in any other city, and one of the local street car factories is the largest in the world. During the past year 2,000 cars were shipped from this point, representing a value of \$4,000,000. The foreign shipments of the year amounted to 350 cars, and the largest invoices were to Germany, Argentina, Mexico and Brazil. Prosperous conditions for the future are indicated by the fact that orders are now on the books that will employ all the factories' resources until May. Prices have been higher, because of increased cost of manufacture. Sales were \$15,872,108, and increase of \$4,199,193.93. The principal gains were made in the South and West. Important exports were made to Costa Rica, South America, Mexico and the Hawaiian Islands. One-tenth of the entire business of the country was done in St. Louis.

St. Louis has so long held the position of the leading tobacco market of the world, that the mammoth operations of the tobacco interests are an old story. The trade made an increase over the enormous sales of 1901, making the gross volume of business 82,593,541 pounds. In money value these sales figure in the neighborhood of \$26,000,000. The product of St. Louis plants (mostly plug tobacco) was shipped all over the United States, and exported to foreign countries. Prices were about the same as in 1901. In addition to the amount manufactured, there were 17,962,410 pounds of tobacco (mostly smoking) received from other points.

While not prominent in the manufacture, St. Louis is a large distributor of cigars, and sales increased the past year to some 12½ to 15%. The sales for the year are estimated at 275,000,000, at an average value of \$40 per thousand.

In the brewery line the year settled the fact that St. Louis has the largest beer brewery in the world. This point has been contested for some time, but is generally considered settled. The business in general increased 15%, making the total volume in the neighborhood of \$18,000,000.

The beer is sold in all parts of the country, and exports are very heavy. The new American possessions have become large handlers of the product, and the widespread distribution is attested by not an unimportant shipment into Germany, the birth place of lager beer.

In retail merchandising the volume of business was highly satisfactory in extent and prices. An unusual number of notable expansions and new enterprises distinguished the year. One of the department stores practically doubled its capacity for business, and at the same time added a handsome building to the retail section of the city. A new department store of first importance entered the field, and a large clothing and furnishing house opened its doors for the first time this year. A number of smaller concerns engaged in extensive lines began operations. Some of these were newcomers in the commercial field, and others recognized the advantages of the Mound City by moving here from other places. Throughout the year the retail district has worn an air of prosperity and substance that went to prove the general flourishing condition of the community.

In summing up the records of the year we find that the good old city of St. Louis has not merely held her own commercially, but has made a decided advance in the development of her trade and commerce.

With an unsurpassed location in the business center of this great country, with an unexcelled system of rail and river transportation, with a financial standing second to no other community, her future is bright and promising, and her position firmly established as the great metropolis of the great Mississippi Valley.

## THE COMMERCIAL FUTURE OF ST. LOUIS.

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By WILLIAM FLEWELLYN SAUNDERS, Secretary and General Manager of  
The Business Men's League of St. Louis.

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Considering the time of its incorporation as an American city as its birthday, St. Louis is the youngest of the four great cities of the United States, but it is the lustiest. Its percentage of commercial growth during the past ten years was greater than that of either one of the four. In 1890 its commercial position was somewhat vague and uncertain. At the end of 1902 it is plain that there is a great city here, and that it is one of the commercial powers of the country. It is the fourth city of the United States in population, and the fourth in point of manufacturing product, and it is one of the two cities that stand highest as to credit in home and foreign money markets, New York being the other.

If one will trace the history of the great cities of the world, beginning with the older countries and proceeding then to the new world, one will come to believe that the development of the settlement into the metropolis is just as much a matter of natural advantages as it is a matter of enterprise on the part of the people who found the town and live in it. The most active and industrious people have never been able to build into importance a town which was situated ill as to tributary commercial territory. Any one can recall examples of pathetic struggles of this sort. There would be years of hopeful efforts without result, and then the town would stop growing and relapse into existence as a village, while the most vigorous of its people went to places better situated. On the other hand a town founded well, as to tributary commercial territory, will not grow unless it has the energetic and sagacious people in it to use their opportunities and take advantage of the natural situation. It will attract this kind of inhabitants as its promise becomes known, and they will come to it from other cities that promise less.

The founder of St. Louis builded better than he knew when he established his trading station on the banks of the Mississippi. He founded a town which had all the natural qualities needed to make it a great city, and, appreciating its well chosen site, to it came people with the American temperament, muscle, and brain that had to be added to make the town grow into the city. St. Louis did not grow away from its surroundings, but grew with them. As the forests and prairies of the Mississippi Valley and the Southwestern country gave place to villages, towns and cities, and productive farms, they gave of their prosperity to St. Louis, and so made it stronger and greater year by year, while the city in return supported them. The bonds between the city and its dependent territory grew close

as they both became stronger. Now St. Louis is indisputably the supply point of a dozen States, including nearly a million square miles, where it has no rival, and it is sharing with other large cities in the commerce of at least six more States.

One may see with a much clearer eye the future of St. Louis in 1902 than it was possible to do ten years ago, when not only was the city itself in straits for the money needed for public works, but its trade future was still dependent upon conditions to be made. The improvement of the city itself has begun now on a very large scale, assisted by the work directly dependent upon the World's Fair and, more potent than this, forced on by the World's Fair spirit of progress. The most striking example of this is the remarkable amount of building going on in this city. This year \$13,000,000 were spent in the city upon hotels, dwellings, and buildings of other sort. There is strong evidence that \$20,000,000 will be spent in this way in 1903. The people of the State and city have decided that it is not fair to the city to make it pay as it goes. Posterity must pay for some of the benefits posterity will enjoy, and so it has been decided to issue bonds, and with the \$8,000,000 or \$10,000,000 thus secured, to add to the city's streets, sewers and the public buildings that are needed. A new charter is being made which will modernize the methods by which the city will be governed, and will moreover extend invitations to mercantile and manufacturing capital. When the World's Fair is over the net result will be a substantial gain in population and financial resources.

The extension of the trade of the city will be as marked during the next few years as the improvement within. This is an epoch of railway building in the South, the West and the Southwest, and every spike driven is building up St. Louis. The great Mississippi River, the natural freight carrier between St. Paul and New Orleans, is coming at last into its own. To solve the immense problem of freight transportation the river must be used. It is wasteful to let it flow on without an adequate burden of freight boats, its gigantic power unused. The railways which are the most practical students of economic problems in this country, are just beginning to understand that the river is not a rival but an ally, and that they must in the future handle freight by river as well as by rail. It will not be long before the north and south railway lines will enter upon the river transportation business systematically, re-enforcing their land lines, and will combine to secure from Congress the money to make the river navigable for heavy freight boats for its whole length. The development of territory bordering the river and tributary to St. Louis which will follow this, will be great, and St. Louis will control the trade of both the upper and lower river.

The foreign trade of St. Louis will not be any considerable factor of its commerce for sometime to come, because the domestic territory in the immediate vicinity of St. Louis promises more profitably at present. By foreign is meant trade with countries across the ocean. St. Louis already has a very large and fast growing trade in Mexico, and will undoubtedly

control that whole market whenever its manufacturers and wholesale men have their domestic territory under such control that they are willing to relax their efforts there and put out their whole strength on the Mexican trade.

In the matter of population New York, Chicago, Philadelphia and St. Louis are too far apart, and their growth is too nearly equal, year by year, for them to change their relative positions, at least within an ordinary lifetime. St. Louis moreover is too large now, and growing too fast to be approached by any smaller city in the future. The reasonable expectation of the city may be—

*First.*—That it will be one of the largest and most productive manufacturing cities of the world, considering the Missouri, Mississippi and Meramec as sources of electric power, and the unlimited fuel lying in the Missouri and Illinois mining districts nearby.

*Second.*—That it will be the selling and distributing city for a larger part of the United States than is supplied by any other city in the country, considering the commercial conditions of the West, the South and the Southwest, the situation of the city with respect to productive territory, the railway building now going on, and the river improvement probable.

FINANCIAL REVIEW.

By T. A. STODDART, Manager of St. Louis Clearing House.

The following statements of the banks and trust companies are condensed from the latest reports published, and furnished the Clearing House Association :

Trust Companies under date October 31, 1902.

Banks under date November 25, 1902.

With this information only at command the results of the full year could not be obtained, yet the figures for this fraction of the year show such gains in all lines that conditions cannot fail to be entirely satisfactory.

A notable feature of the year 1902 is the large increase of the capitalization and surplus of the banks and trust companies, for details of which refer to statements.

The dividends paid to shareholders during the year amount to :

From Banks.....	\$1,978,000
From Trust Companies .....	1,630,000
	<u>\$3,608,000</u>

The year 1901 excelled all former years in the amount of clearings, and now 1902 is in excess of 1901 by \$236,124.10.

The monthly and annual clearings for a series of years will be found in the following tables, as also information relative to matters pertaining to financial interests :

STATEMENT OF CAPITAL AND SURPLUS OF TWENTY BANKS AND  
TEN TRUST COMPANIES, 1902.

	CAPITAL.	SURPLUS.	TOTAL.
Banks.....	\$20,450,000	\$20,019,948	\$40,469,948
Nine Trust Companies.....	20,365,800	24,104,880	44,470,680
Title Guarantee Trust Co., does not do bank- ing business.....	1,500,000	826,595	2,326,595
	<u>\$42,815,800</u>	<u>\$44,951,373</u>	<u>\$87,267,173</u>



**COMPARATIVE CONDENSED STATEMENTS OF NATIONAL AND STATE  
BANKS OF THE CITY OF ST. LOUIS.**

	December 1901.	December 1902.	Increase.	Decrease.
<b>RESOURCES—</b>				
Loans.....	\$106,474,628 57	\$121,864,479 06	\$ 15,289,855 49	.....
Bonds and Stocks....	24,271,210 81	27,270,305 39	2,999,095 08	.....
Real Estate.....	1,509,187 65	1,440,677 18	.....	\$ 68,460 47
Cash and Exchange..	48,622,744 78	50,628,921 96	2,006,177 18	.....
<b>Total.....</b>	<b>\$180,877,716 31</b>	<b>\$201,204,363 59</b>	<b>\$ 20,326,647 28</b>	<b>\$ 68,460 47</b>
<b>LIABILITIES—</b>				
Capital.....	\$ 17,900,000 00	\$ 20,450,000 00	\$ 2,550,000 00	.....
Surplus.....	12,159,968 04	20,019,948 04	7,859,980 00	.....
Circulation.....	11,067,885 00	12,849,740 00	1,781,855 00	.....
Deposits.....	139,749,918 27	148,884,695 55	9,134,777 28	.....
<b>Total.....</b>	<b>\$180,877,716 31</b>	<b>\$201,204,363 59</b>	<b>\$ 20,326,647 28</b>	<b>.....</b>

**COMPARATIVE CONDENSED STATEMENTS OF TRUST COMPANIES.**

	December 1901.	December 1902.	Increase.	Decrease.
<b>RESOURCES—</b>				
Loans.....	\$ 50,201,025 91	\$ 65,999,499 29	\$ 15,798,473 38	.....
Bonds and Stocks.....	17,809,170 21	23,867,832 10	6,058,661 89	.....
Real Est. and Fixtures.	1,921,989 35	3,386,663 09	1,464,673 74	.....
Cash and Exchange...	13,468,694 92	12,404,148 81	.....	\$ 1,064,546 11
<b>Total.....</b>	<b>\$ 83,400,880 39</b>	<b>\$ 105,608,143 29</b>	<b>\$ 22,207,262 90</b>	<b>\$ 1,064,546 11</b>
<b>LIABILITIES—</b>				
Capital.....	\$ 14,625,000 00	\$ 20,365,800 00	\$ 5,740,800 00	.....
Surplus.....	14,658,007 37	24,104,830 94	9,446,823 57	.....
Deposits, etc.....	54,122,878 02	61,137,512 35	7,014,634 33	.....
<b>Total.....</b>	<b>\$ 83,400,880 39</b>	<b>\$ 105,608,143 29</b>	<b>\$ 22,207,262 90</b>	<b>.....</b>

**BANKS AND TRUST COMPANIES COMBINED.**

	December, 1901.	December, 1902.	Increase.
<b>RESOURCES—</b>			
Loans.....	\$ 156,675,649 48	\$ 187,863,978 35	\$ 31,188,328 87
Bonds and Stocks.....	42,080,380 52	51,183,187 49	9,057,756 97
Real Estate.....	3,431,127 00	4,777,840 27	1,346,713 27
Cash and Exchange.....	62,091,489 70	68,083,070 77	5,991,580 07
<b>Total.....</b>	<b>\$ 264,278,596 70</b>	<b>\$ 306,812,526 88</b>	<b>\$ 42,533,930 18</b>
<b>LIABILITIES—</b>			
Capital.....	\$ 32,525,000 00	\$ 40,815,800 00	\$ 8,290,800 00
Surplus.....	26,812,970 41	44,124,778 98	17,311,808 57
Circulation.....	11,067,885 00	12,849,740 00	1,781,855 00
Deposits, etc.....	198,872,791 29	209,522,207 90	10,649,416 61
<b>Total.....</b>	<b>\$ 264,278,596 70</b>	<b>\$ 306,812,526 88</b>	<b>\$ 42,533,930 18</b>

**DIVIDENDS PAID SHAREHOLDERS 1901 AND 1902.**

	1901.	1902.
Banks .....	\$1,524,000 00	\$1,978,000 00
Trust Companies .....	1,080,000 00	1,680,000 00
	<u>\$2,604,000 00</u>	<u>\$3,658,000 00</u>

## CLEARING-HOUSE STATISTICS.

## ANNUAL CLEARINGS SINCE ORGANIZATION.

Year.	Amount.	Year.	Amount.	Year.	Amount.
1869.....\$	21 45	1881.....\$	8 80	1892.....\$	
1870.....	32 29	1882.....	9 87	1893.....	
1871.....	42 39	1883.....	9 45	1894.....	
1872.....	49 76	1884.....	7 77	1895.....	
1873.....	54 76	1885.....	7 25	1896.....	
1874.....	54 81	1886.....	8 62	1897.....	
1875.....	57 65	1887.....	8 81	1898.....	
1876.....	53 20	1888.....	9 78	1899.....	
1877.....	50 67	1889.....	9 29	1900.....	
1878.....	47 48	1890.....	1,1 19	1901.....	
1879.....	54 08	1891.....	1,1 75	1902.....	
1880.....	71, —, 89				

## COMPARISON OF THE YEARS 1872 AND 1902.

	Capital and Surplus.	Clearings.
In the year 1872, there were: 41 Members of the Clearing House, and 17 Banks, clearing through members, 58 Total number of Banks .....	\$ 20,196,000	\$ 494,525,275
In the year 1902, there were: 15 Members of the Clearing House, and 23 Banks and Trust Co.'s clearing through mem- bers. 38 Total number of Banks and Trust Co.'s.....	87,267,178	2,506,804,820
Increase .....	\$ 67,071,075	\$2,012,269,044

## CLEARING-HOUSE STATEMENT.

## BUSINESS FOR THE YEARS 1898, 1899, 1900, 1901 AND 1902.

MONTHS.	CLEARINGS.				
	1898.	1899.	1900.	1901.	1902.
January.....\$	143,657,927	\$ 145,328,096	\$ 179,819,675	\$ 232,987,718	
February.....	114,652,067	128,867,949	159,055,687	190,820,117	
March.....	136,894,170	168,521,967	178,828,658	216,846,541	
April.....	131,525,101	186,599,535	182,950,814	220,925,627	
May.....	168,558,680	189,788,420	211,687,602	285,822,788	
June.....	168,892,871	187,583,826	184,549,133	206,253,914	
July.....	180,951,120	180,411,866	196,664,614	209,688,850	
August.....	181,212,821	181,888,812	174,774,427	177,006,568	
September.....	182,287,658	180,548,187	174,667,688	194,617,864	
October.....	148,818,750	157,949,146	197,557,628	217,854,984	
November.....	141,471,898	153,098,482	210,910,808	195,467,061	
December.....	152,125,820	163,896,698	224,724,587	209,117,856	
			9,494	\$2,270,680,216	\$2,506,804,820

## MANUFACTURING INDUSTRIES, 1902.

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By CHAS. E. WARE. Secretary St. Louis Manufacturers Association.

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The growth of St. Louis manufacturing for the past year has been much more than normal. All of the plants in existence prior to the year have increased their capacity, and many of them almost doubled it. As nearly as it is possible to obtain figures without an accurate census, St. Louis proper at present has about 6,959 factories; large and small; and employs 100,000 persons. The annual payroll amounting to very nearly \$45,000,000. The value of the product of these factories will approximate \$325,000,000. There should be added to this the factories on the opposite side of the river, in Venice, Madison and Granite City, by reason of the capital invested in them and the interlocking with manufacturing interests in St. Louis. These factories employ over 5,000 workmen; and pay \$3,000,000 per year in wages; and produce nearly \$20,000,000. The same can also be claimed in regard to East St. Louis factories, which employ nearly 10,000 persons, and pay out in salaries about \$5,000,000, producing between \$30,000,000 and \$40,000,000 worth of product.

Several very extensive new lines of manufacturing have been established in St. Louis, during the year; notably one of the most complete and modern cement plants in the United States, fully equipped with the latest improved machinery, and with a capacity of over 1,500 barrels of the finest Portland cement per day. The mill is constructed with a view of doubling the capacity of the plant at relatively small cost. The erection of this plant in St. Louis has added over \$1,000,000 to the industrial investments, and the fact that in close proximity the very finest limestone and shale for the manufacture of Portland cement is found in the suburbs of St. Louis, makes it possible to produce the most excellent quality of cement at the very lowest cost of production. In connection with the plant great storage houses have been constructed, capable of storing 160,000 barrels at a time, and as Portland cement is improved by ageing, this will be of great advantage.

Another immense industrial plant established in St. Louis, or rather in its suburbs, is located at Valley Park, and is for the production of fine plate glass. The plant is one of the largest in the world. The necessary material for manufacturing glass is found in the immediate vicinity. This plant will produce the largest sizes of fine plate glass at an expense of about one-half of the former cost of producing such plates. It will employ over 1,000 persons, and a model industrial town is being built around it. Over \$1,500,000 capital is invested in the glass plant and the other industries connected with it.

These, with the other great industries, are the direct result of the superior railroad facilities that are now being arranged or constructed for St. Louis. The inner railroad belt entirely around the city within the city limits, has opened up new territory that can be obtained at reasonable prices, and with every city convenience possible for manufacturing purposes. And the outer belt around the city, and about three or four miles west of the limits, offers the finest facilities for immense plants similar to the glass plant above mentioned. These railroad improvements will all be completed within the next year or eighteen months, and will give the manufacturing industries cheap and ample shipping and receiving facilities.

Many new manufacturing companies have been organized within the past few months, and plants are being constructed, or will be finished during the next year. A new steel company has commenced operations at Granite City, with an investment of \$1,000,000, and employing over 800 men, and the plant is to be doubled during the year.

New packing houses are being erected in East St. Louis, and are very nearly completed, representing an investment of \$2,000,000, and requiring the services of 2,000 additional men.

It is proposed to build an enormous boiler and locomotive works at Granite City, and the plans are almost completed, which will add over \$1,000,000 to the capital already invested there in manufacturing industries, and will employ 1,000 mechanics.

It is impossible to give statistical figures that are entirely accurate, but the following may be taken as a close approximate of the present industrial condition of St. Louis and its immediate suburbs:

**In St. Louis—**

Factories in operation January 1st, 1903.....	6,959
Employees.....	98,914
Wages paid.....	\$ 53,715,825.00
Value of product, estimated.....	337,689,000.00

**In Venice, Madison and Granite City—**

Factories in operation January 1st, 1903. ...	11
Employees.....	5,200
Wages paid.....	\$ 2,200,000.00
Value of product, estimated.....	17,000,000.00

**In East St. Louis—**

Factories in operation January 1st, 1903.....	185
Employees.....	9,625
Wages paid.....	\$ 5,875,000.00
Value of product, estimated.....	35,000,000.00

**Total—**

Number of Factories.....	7,155
Employees.....	113,739
Wages paid.....	\$ 61,280,825.00
Value of product, estimated.....	389,689,000.00

The rapid growth of agricultural industries in territory surrounding St. Louis, particularly in Arkansas, Indian Territory and Oklahoma, should

suggest to the manufacturers of all classes of agricultural machinery, the advantages of this point for the location of immense plants. St. Louis will be the greatest distributing center in the United States within a few years for every class of manufactured goods, and can offer the greatest advantages to manufacturers to locate their plants here.

Every line of business was greater during 1902 than any year in the history of St. Louis, and the outlook for 1903 promises still more expansion and success.

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### REAL ESTATE.

From the Annual Report of SIDNEY SCHIELE, Assistant Secretary  
St. Louis Real Estate Exchange.

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The record of the real estate business of St. Louis, during the year just closed, is one which can be contemplated with much satisfaction. The year has, all things considered, been better than that of 1901, as the statistics accompanying this report will verify. Transfers were greater in number and the aggregate value recorded was about ten million dollars more in 1902 than was recorded in the year previous. The character of the property sold also affords food for study. The home buyer, the purchaser of small lots for improvement, as well as investors for permanent investment or speculation were much in evidence, and although the real estate business was not equal to the expectations of some of the members of the Exchange, it is admitted that the increase in transfers and general inquiry shows a healthy growth and a much larger business and a more active market is predicted by all for the coming year.

#### RAILROADS AS REALTY BUYERS.

The feature of the year from a real estate standpoint was the entrance of railroad companies into the real estate market, who, seeing the future of the city and the advantages of St. Louis as a terminal point, have been large buyers of property. Quoting from the last annual real estate review in these columns: "St. Louis is receiving more attention at the hands of the transportation interests. Switching facilities are being enlarged, yards laid out, terminals amplified and belt lines constructed and under way to meet the needs for the concentration of and rapid handling of freight, so necessary to the manufacturer, merchant and shipper. The wholesale jobbing interests have during the past year turned their attention more assiduously to these needs."

It is not an idle prophecy, judging from the buying that has already been done, to say that the railroads will have invested in St. Louis realty, several million dollars within the next twelve or eighteen months—and money paid to property owners by railroad companies generally stays in this class of investment. It is reinvested in real estate, thereby adding that much more capital to the building up and beautifying of the city.

The Rock Island, Wabash, Burlington, Keokuk, Terminal Railroad Association and other railroad companies have been liberal purchasers.

With the entry of the railroads into the St. Louis real estate market the advent of a formidable group of buyers has put new life into this class of property. A new inquiry has been started on the East, North and South sides, for enlarged yards near Union Station, for wider facilities along the right of way of the Belt Line and for properties along the river front, from the Chain of Rocks to Jefferson Barracks.

Millions of dollars are being expended by the railroads, and their schemes of enlargement in St. Louis and the appropriations announced have already had a material effect in enhancing values of real estate and causing a westward trend among the business houses east of Second street now obliged to seek new quarters.

One of the first noticeable effects of the movement from the river is the demand for sites for wholesale houses and manufactories between the river and Twelfth street, from Chouteau to Cass avenues, and for renting hitherto unused structures, which from lack of repairs or for other reasons have been allowed to remain vacant until the new and sudden demand sprung up. The-late-in-the-year revival, due to the railroads buying, is indeed one of the striking features of the closing days of 1902.

Studying local conditions, prospectively, these immense interests with steel, stone, brick and mortar have planned to secure yard room, switching facilities, office room and freight stations beyond the limits set by the prophets. The East end will see grand old buildings wrecked to make room for the needs and requirements of these railroads, anxious to secure an entrance to St. Louis. As newer districts are opened up, the older ones will be rebuilt, following in due course, the general expansion. These changes necessitate the acquirement of much additional property, all indicating a systematic and thorough movement pointing to the development of a city of over a million people; St. Louis is the gate-way to the great Southwest, and its strides are daily becoming more apparent.

#### TRANSFERS.

The transfers for the year 1902 aggregate \$45,123,135; those of 1901 show an aggregate of \$34,265,480, the increase over last year being \$10,857,655.

	Number.	Value.
January .....	672	\$ 8,224,670
February .....	696	4,361,141
March .....	697	3,045,018
April .....	863	2,817,326
May .....	922	4,162,860
June .....	849	3,002,286
July .....	946	3,693,496
August .....	719	3,572,472
September .....	812	2,008,218
October .....	903	4,329,381
November .....	835	2,681,709
December .....	757	3,224,558
Totals .....	9,671	\$45,123,135

## RENTING.

The rental market has excelled its record of the previous year. Renting has been unusually good and though tenants found more dwellings and flats to suit their needs than in the year previous (as a great number of such structures were erected during the year), the demand still exceeds the supply. When dwellings were in good repair no trouble was experienced in keeping them tenanted. Moderate-sized dwellings are still scarce, but building permits for this class of houses are being issued in numbers that will no doubt supply the demand during the coming year.

Noteworthy as showing with what sturdy strides has been the advance in business property, has been the organization of several companies expressly for the purpose of buying or leasing and improving corners in the business district. Men known for their sagacity as investors have taken freely of stock in close corporations formed with the idea of controlling eligible corners and improving them with modern structures, to be leased out at rentals based on increasing worth, year by year.

Tenants have been found for most of these structures before completion. They have kept apace with the builders, anxious to add to the permanent improvement of the business center of St. Louis—the section between Eighteenth, Franklin and Chouteau avenues and the river. The avidity with which all vacant property in this area has been taken up of late, especially that close to the railroads and on the main avenues of commerce, shows the confidence that abides in those who find real estate the surest of investments.

## BUILDING OPERATIONS.

Over 1,400 brick and over 1,600 frame houses were erected in 1902. That they represent a listed cost of over \$12,000,000 gives an approximation of the amount of building rolled up to the credit of St. Louis. As is well known, permits are based on first estimates and represent much short of the actual value of the premises which they are designed to cover.

## THE NEW POSTOFFICE.

One of the big enterprises projected is one in which the United States Government will be the buyer of realty. A new postoffice structure, representing an investment of \$500,000 will be reared in the vicinity of the Union Station. Several sites have been offered and as soon as the preliminaries have been completed, this important addition to the city's public buildings, and one showing indisputably the growth of St. Louis, will lend additional dignity to that busy section of the city.

## NEED FOR HOTELS.

One of the greatest problems of the year—and one which has been emphasized in oral and printed speeches—has been the planning and construction of hotels.

Favored for hotel sites are the districts near Forest Park, the main center thoroughfares like Grand avenue and Kingshighway, the districts near the

retail, wholesale and jobbing center. A dozen eligible downtown corners have been discussed for hotel purposes, some with theatre enterprises joined. The difficulty in getting steel, has, the promoters say, retarded many plans, though the advices indicating enlargement of steel plants to meet the extraordinary growth of orders, give hope that steel contracts can be carried out in a way to encourage builders who wish to get quick action on their enterprises.

The demand for hotels is not essentially a World's Fair necessity. A local growing need for more rooms has existed for several years, due to the ever-increasing visits of traveling men, merchants and buyers, tourists and the tendency among some classes to prefer hotels and apartment houses for residential purposes.

In the past St. Louis has been known as the city of homes, which, like Philadelphia, takes pride in its thousands of dwellings, modest or pretentious, with none of the cramped, yardless street fronts so characteristic of many Eastern cities.

The demand will, however, from all indications be met promptly and efficiently since St. Louisans have come out boldly and announced their intention of erecting a number of hostelryes.

#### ASSESSMENTS.

The assessed values of all real estate this year is much larger than any previous year in the city's history. As a matter of course, therefore, the revenue from taxation for all purposes will be greater in the next twelve months than ever before.

Assessed values of all properties, as determined by the local and State Boards of Equalization, aggregate nearly \$500,000,000; that is \$418,044,475, as compared to \$394,722,704, the aggregate of a year ago, or an increase of \$23,321,771 for 1902.

At the rate of \$1.95 on the \$100 valuation the State, public schools and municipality will derive an income on the newly-established values of \$8,131,085. The following table shows the assessments since 1877:

1877.....	\$160,493,000
1880... ..	181,345,000
1885.....	207,910,000
1890.....	284,827,000
1895.....	325,533,000
1897.....	338,862,000
1898.....	361,516,660
1899.....	374,508,490
1900.....	380,772,280
1901.....	394,795,700
1902.....	418,044,475

#### THE WORLD'S FAIR.

As month by month the World's Fair draws nearer, the immensity of the undertaking and its importance to St. Louis becomes more apparent, and calls for renewed efforts on the part of St. Louisans in the work of



preparedness. The work so far accomplished has been prodigious and has called for favorable comment from all parts of the country. Yet the task is only well under way, and united and effective endeavor is needed to put the city in shape for the reception of the hundreds of thousands of visitors who will come here during the next two years.

Much has been done in the way of civic improvement; the enlargement of city institutions, the general planting of trees and the regulation of smoke has called for the best thought on the part of those who have the public welfare in hand.

The Fair has so far brought much outside capital to St. Louis and a large influx of foreign visitors. It has created new views and new judgment on the trend of improvement, because each heavy investment represents a stated amount of confidence and has induced others to pledge their judgment for profit on the outlook. In reality the force of example is strong and whenever a new structure is put up history shows that it has been followed in rapid succession by others, as though money wanted such encouragement. Co-operation is a prime factor in realty investments.

To all inquiries, and they have come from home and abroad—the officials of the Exchange have sent prompt and explicit data, and on file are many letters showing how widespread has the fame of St. Louis become through the influence of the Fair.

#### INFLUENCE OF THE EXCHANGE.

The hold which the St. Louis Real Estate Exchange has upon the community and upon the membership has been strengthened by the manifest value to the city of the organized interests represented therein. One of the most effective steps taken to improve the interests which the Exchange stands over as a conservator, is the practice of having sales of realty, hitherto held at the Court House door, held on the floor of the Exchange. The custom has been found so much of an improvement over the old way that it is believed it will be the vogue entirely before long. Buyers and sellers have at their disposal, free of charge, the Exchange, with rostrum and telephone facilities and the advantage of nearness to the heart of the real estate district. It has been noted that this in itself adds to the number of bidders and the keenness of the competition.

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#### THE SHOE TRADE.

From the Shoe and Leather Gazette.

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The year's business in the St. Louis wholesale shoe district has been highly satisfactory, and in spite of the untoward prospects of a year ago, shipments were almost 8% above the former high water mark, which was set by the trade in 1901.

The great impetus given to local shoe manufacturing can be judged from the fact that while receipts of shoes in St. Louis from outside points

fell off about 250,000 cases in 1902, as compared with 1901, the outgoing shipments were 80,281 cases ahead of the record of 1901. The trade was supplied with a much larger proportion of St. Louis made shoes.

The records of the Merchants' Exchange show the following figures of shipments for each month of the two years last past:

CASES.		
	1901.	1902.
January.....	84,831	93,985
February .....	85,144	84,585
March.....	96,432	94,580
April .....	89,063	92,445
May.....	89,524	96,135
June .....	88,570	97,615
July .....	82,529	99,204
August.....	87,552	102,995
September.....	89,465	103,744
October.....	95,940	103,494
November.....	89,290	86,545
December.....	93,010	95,904
Total .....	1,070,950	1,151,231
Increase.....		80,281

Only three months in the year failed to show a gain in shipments compared with 1901.

That shipments for the year have made such a gain is particularly a matter of felicitation with the St. Louis houses when it is considered that the effects of extreme drought of 1901 naturally projected themselves into the early part of 1902, and were reflected in business conditions in a portion of the country in which St. Louis is almost centrally located, and where her shoe trade is especially strong. Many retail merchants were very much "down in the mouth" a year ago, and the big crops of this year were needed to restore the equilibrium of retail trade.

That the rapid increase in local manufacturing facilities has had a powerful influence on the receipts department of the Merchants' Exchange records of shoes, is apparent from a comparison of the differences between 1901 and 1902. It is of course impossible to get an exact comparison, because the comparative state of stocks held in the wholesale houses cannot be gotten at.

However, the gap between a shortage of 250,000 cases in receipts from outside, and an increase of 80,000 cases in total shipments out of St. Louis, is big enough to cover all probable decrease in stocks (if there is any) and to still leave thousands of cases—several millions of pairs,—that can be credited to increased local manufacture.

This decrease in receipts from outside has a direct connection with the decrease in shipments from Boston, of which shoe supplying center St. Louis has been the largest individual customer.

Not all the shoes which reach St. Louis from outside sources come from the Boston district. Several new manufacturing centers have become

prominent in furnishing a supply of those shoes which comprise the jobbing shipments.

The shipments to points outside the United States continue to increase, although they cannot be presented in tabulated form. Especially in Mexico and the West Indies have local firms pushed American shoes. Conditions of exchange are an impediment, to some degree, but this trouble is likely to be diminished in time.

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### ST. LOUIS IMPLEMENT AND VEHICLE TRADE IN 1902.

From Farm Machinery and Vehicle Trade.

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The year now closing will be memorable for the large volume of business transacted by St. Louis houses engaged in the manufacture and sale of implements and vehicles. They have, as a rule, participated to the fullest extent in the general prosperity and trade activity with which the country has been blessed and though they encountered a few factors, as is the case every year, that militated against perfect results, the outcome of business for 1902 is considered eminently satisfactory.

Owing to the prolonged drouth during the summer of 1901 in Missouri and other sections tributary to this market, a large number of dealers in the St. Louis territory last year curtailed seriously their purchases of implements and vehicles—especially the latter, and the advent of 1902 found their stocks extremely depleted. With the opening of the present year, favorable weather conditions encouraged the planting of heavy crops in the regions that had suffered from lack of rain in the previous summer. The farmers, notwithstanding losses and disappointment resulting from the drouth alluded to, commenced early and vigorous preparations this year to recover lost ground. This stimulated the demand for such farming tools as are required in the preliminary stages of agricultural operations—such as plows, seeders and harrows. As the season advanced and the growing crops gave promise of a bountiful yield, there arose an exceptionally gratifying call for other kinds of implements needed in cultivating and in preparing the crops for harvesting. This was succeeded by heavy orders for machines that handle the crops in the last stages and finally the local establishments were called upon for extensive shipments of grinding and feed mills, corn huskers, fodder shredders and goods of a similar character.

In the meanwhile there was unusual animation in the movement of farm wagons, threshing outfits, gasoline and traction engines and heavy agricultural machinery in general. In the latter class of merchandise some houses report gains of 30 to 40% over the business of any preceding year.

As a market for implements and vehicles, St. Louis continues to advance in importance and there are many indications that increasing patronage in these lines will flow here with each succeeding year. The annual St. Louis

Fair, held last October, served to attract an unusual number of prominent exhibitors of farming appliances, and many vehicle and implement dealers likewise displayed their interest in St. Louis and the Fair by attending in large numbers. The closing week of the year is marked by a large influx of dealers, who are visiting this city in response to invitations extended to them by the local houses. Their presence and the courtesies shown them will result in lasting benefit in a business way.

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### PAINTS, OILS AND DRUGS.

By ARTHUR DAVIS, Secretary St. Louis Paint, Oil and Drug Club.

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Regarding the year just closed, the general prosperity of the industries of the country has been participated in by those engaged in manufacturing and jobbing paints, oils and drugs. The business may be summed up as generally satisfactory. Demand has not been extraordinarily heavy, but prices have remained firm and the entire tone of the trade healthy. Taking all things into consideration it is really surprising how great a volume of business has been done in the staples like white lead, zinc, oils, etc., and all at top prices. In some lines there has been actual difficulty in filling orders, owing to the fact that stocks were heavily drawn upon during the summer months, and the problem of transportation has been uncertain. Strikes among the painters in St. Louis effected trade for weeks during the active paint season in St. Louis in the spring. There has been little or no complaints as to orders, profits or collections, though the amount of money in circulation seems to be less than the legitimate need of business requirements.

The demand for the higher grades of paints during the past year has been unprecedented, showing conclusively that the inferior grades of paint are not considered profitable or desirable by the general public. Prices for higher grade have been \$1.25 to \$1.35 per gallon to the dealer.

The volume of business for the year in white lead has been large, and the manufacturers have had all they could do to supply the demand. Since December 1901, the price has remained without change, namely, 6 cents per pound for 500 pound lots, and  $\frac{1}{4}$  cent rebate to buyers of 12 tons or over. The steadiness of the market is largely accounted for by the price of crude material, pig lead.

Pure Linseed Oil, which is an important factor in the paint business remained steady from June to July, viz: From 59 to 61 cents per gallon, but declined since August 1st, ruling in August about 57 to 60 cents; September, 50 to 56 cents; October, 43 to 45 cents; November, 43 to 45 cents; December, 45 to 46 cents. These quotations are in barrels and are higher than in previous years. Less adulterated oil has been used the past

year than previously, and the vice of adulteration in this article has been fought earnestly. The volume of business in drugs has been of good proportion, the market prices have been firm and there has been a very fair consuming outlet throughout the year.

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### STOVES AND HARDWARE.

From Stoves and Hardware Reporter.

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#### STOVES AND RANGES.

The stove business of the past year cannot be said by even the most pessimistic to have been other than good. Some of the stove men of the great center of western trade — St. Louis — declare that it is the best that has ever been known. This is probably true as to volume, though one of the highest authorities among stove manufacturers, possessing keenest judgment and foresight, but with a strong leaning to the conservative side, characterizes it by the happy expression: "A normal year among good years." Taking the general run of the retail trade the stove business has been more profitable to the dealer than to the manufacturer or jobber. The advance in prices during the year, aggregating about 15%, has not been equal to the advance in cost of materials and labor.

Novelties of any account there were none. In fact American ranges, stoves, heaters and furnaces have reached a stage so near perfection that only very minor changes and improvements can be expected.

There was a considerable increase in the exportation of stoves and ranges. The conclusion of the war in South Africa brought a large demand from that country. There was too an increase in the export to England and also to Germany, which latter could hardly have been expected, remembering the trade depression existing in that country, but the American range and heater have taken a firm hold upon the regard of Germans. Three winters ago we visited the Germania Museum at Nueremberg, this contains a unique and most extensive collection of the famous German tile stoves, but the only stoves we saw in use to warm the place, were some American cast iron heaters, with the name of a well known American manufacturer prominently displayed on the castings.

#### HARDWARE.

The hardware trade shared fully in the prosperity of the country, up to the very last week of the year. In point of fact the business in December, which is usually weak, on account of holidays, was greater than in November. The volume of business has been greater in 1902 than in any preceding year. This applies to all the subdivisions, such as wire, nails, etc., and prices have been very firm with the exception of some lines that have been "controlled" and reductions were made, presumably for the purpose of crushing competition. There was an increased demand from foreign markets for many of our specialties, such as ornamental metal work, locks, candlesticks, wire cloth, etc.

**DRY GOODS AND KINDRED LINES.**

From the Drygoodsman and General Merchant.

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**DRY GOODS.**

The wholesale dry goods trade of St. Louis has fully retained the increase recorded in previous years, and added a good percentage in the year 1902, the increase being estimated from 20 to 25% over that of 1901, making a total output somewhere between \$120,000,000 and \$125,000,000.

A number of establishments found it necessary to increase their selling space and warehouse accommodations, new buildings have been completed, and others are now under construction to accommodate the growing needs, thus showing in a most substantial manner the growth of the trade and the confidence in its ability to maintain and increase previous business.

The supremacy of the market in the territory now covered by the wholesale dry goods trade of St. Louis has been, if anything, more firmly established.

The advance orders already booked by the wholesale dry goods trade for delivery during the spring months for 1903, are the largest in volume ever recorded, thus indicating a healthy demand that will no doubt continue well into the year, when the prospects of another harvest will become a factor for future operations. A larger volume of business for the first half of 1903 may with confidence be looked for than was had in the first half of 1902, which was to some extent affected by the drought of 1901.

**HATS AND CAPS.**

Reviewing the trade during the past twelve months, its chief and peculiar feature has been a tendency to the introduction of marked and odd styles in head-wear, which has rendered necessary exceeding caution upon the part of all users of hats from the factory to the consumer. These styles are rapidly developing other "freak" ideas, to the end that it is almost impossible to anticipate the tendency of fashion.

The demand for high-grade goods is constantly growing, and a standard of quality is insisted upon as a result of healthy trade conditions and an abundance of money. The Panama hat was a sort of barometer explaining these conditions, and the demand for these hats at unheard-of prices illustrated the tendency of the times.

All conditions have been fully satisfied as a result of the year's work in the hat and cap trade. Progress is being rapidly made in the development of local factories, and the production of silk hats, opera hats, novelties in caps, etc., has been a feature of the year's business.

**MILLINERY.**

Reviewing the wholesale millinery trade of St. Louis for the year 1902, I take pleasure in making the statement that 1902 has been a prosperous year with the millinery jobbers, and that the volume of business, aggregating many millions, was largely augmented during the past year.

The trend of the wholesale millinery business during the year 1902 was favorable to St. Louis market, its enlargement, territorial extension, and the friendly disposition on the part of the trade towards St. Louis. The St. Louis millinery jobbers affiliated harmoniously for the advancement of their market, and having wisely eliminated the costly evils and abuses of the days gone by, have placed the wholesale millinery business squarely on a modern basis, "the best value for the least money," and with enlarged stocks and greater facilities to quickly distribute the choicest articles of fashion over the vast territories have made it possible for St. Louis to become so great a factor in the distribution of millinery, second to none among the leading markets of our country.

#### CLOAKS.

With the close of the past year the St. Louis cloak market wound up a season of unprecedented activity, which placed it in the front rank of manufacturing and distributing centers. Styles were closely studied and no market in the country showed a wider range. Quality was the first consideration, and the highest standard possible for popular priced garments was attained.

The trade that flowed into the city through natural channels was greatly increased by the number of new buyers that visited this market. The sum total of the year's business was augmented in no small way by the successful invasion of territory formerly not considered commercially ours.

The extremely satisfactory condition in which we find ourselves at the close of the year's business stimulates our every effort for the season that is to come. Preparations for the spring business are on a greater scale than ever attempted heretofore, and with last year as a criterion the trade can look to this market for a fulfillment of its future wants with assurance and confidence.

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#### GROCERIES.

By ROBERT E. LEE, Editor Interstate Grocer.

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St. Louis has had an unusually successful year in groceries. This is due to two conditions, one of which is common to all interests located in this market. That one is the general prosperity that has been felt to a larger degree in the West than in any other section of the United States. It is a patent fact that the necessities of life are the first to feel the effects of depressions and prosperous periods as well. That is to say, people never stop eating hog and hominy, and in times of depression they eat largely of these staples so famed in prose and poetry. But, in such times, they do not eat of olives and pate de foie gras with truffles. The year 1902 was a year of olives and pate de foie gras with truffles. There were more



fine groceries sold in the year just closed than since 1892, which was a year of prosperity.

The other reason for the increase of sales of food products from the St. Louis market during 1902, was the fact that the wholesalers have been putting strenuous efforts forth to make this the leading grocery market of the world.

It is a well known fact that St. Louis still has too many wholesale houses in the grocery line for the volume of business transacted from here. This condition contributes to make St. Louis the cheapest grocery market in the world. The more than fierce competition for trade leads the combatants to put prices at the lowest possible figure, and the retailers in the surrounding territory get the benefit.

These conditions are, in a measure, beginning to right themselves. On the last of the year two of the largest wholesale grocery houses in the city were merged into one, the combined capitalization being put into the new business. Within a few weeks there will be another combination that will merge two or three of the well known German houses into one. There have within four years been a dozen consolidations of this kind which have reduced the number of wholesale grocery houses from fifty to a bare twenty-nine.

The volume of business handled by the St. Louis grocery market is much greater than during 1901, and the prospects for the coming year are that a still greater amount of business will come to the World's Fair city. The statistics that are given are taken from the records of the St. Louis Merchants' Exchange.

## SUGARS.

Receipts—	Hhds.	Bbls.	Bags.	Shipments—	Hhds.	Bbls.	Bags.
1902.....	198	463,910	511,200		118	266,919	316,753
1901.....	253	465,246	534,516		313	268,737	324,006
1900.....	671	498,379	490,190		...	351,217	455,780
1899.....	597	438,735	563,405		30	348,764	555,385
1898.....	728	472,990	570,940		567	342,323	599,917

Sugars are not shipped in hogsheds in these days, hence the decrease. There was also a slight falling off, due to the fact that there was little home canning of fruits during the year, owing to the scarcity of small fruits. The heavily increased city business in St. Louis has taken up a considerable quantity of sugar.

## COFFEES.

Receipts—	Bags.	Pkgs.	Shipments—	Bags and Pkgs.
1902.....	332,255	120,858		523,815
1901.....	374,675	133,340		503,365
1900.....	360,871	72,912		554,440
1899.....	290,700	.....		406,303
1898.....	274,228	.....		366,163

St. Louis has become a great distributing point for coffee, and houses here are now shipping green coffee to the East and to the West of here.



There has been a slight falling off in receipts of coffee, due to the large carry-over from the previous year, which was due in turn to the very unsettled state of the coffee market at primary points. Coffees have shown a bear tendency throughout the year, with prospects ahead for still lower prices for the coming year. The shipments of coffee show a marked increase.

#### MOLASSES AND SYRUPS.

Receipts—	Bbls.	Kegs.	Shipments—	Bbls.	Kegs.
1902.....	61,504	825		134,046	38,300
1901.....	54,990	1,940		133,177	43,832
1900.....	30,970	680		150,406	48,726
1899.....	40,698	2,505		178,655	114,862
1898.....	28,540	1,143		121,853	113,255

The year showed an increase of 10,000 barrels in receipts of syrups and molasses. These goods are not shipped to primary markets in kegs, but are so divided here, hence the falling off in kegs. The shipments show a satisfactory increase, and no account is taken in them of the immense quantity of these goods that are shipped out, after repacking, in small cans packed in cases of two dozen each, and which are reported to the Merchants' Exchange as "canned goods."

#### RICE.

Receipts—	Bags and Bbls.	Shipments—	Bags and Bbls.
1902.....	196,575		228,498
1901.....	173,530		142,947
1900.....	119,613		102,634
1899.....	163,105		112,497
1898.....	127,275		87,477

There was a considerable carry-over of rice from 1900, but the figures here given show an increase. The shipments, it will be seen, are largely increased. This is owing to the campaign of education that the rice growers are pursuing, which is wonderfully increasing the consumption of this staple. St. Louis is feeling the effects of this as much as any city in the country. The figures show it.

#### TEA.

	Receipts—Chests.
1902.....	16,990
1901.....	21,246
1900.....	29,645
1899.....	15,400

There have been peculiar conditions in the tea market this year. In July Congress removed the war tax of 10 cents a pound to take effect on January 1st. Owing to this buyers of tea were as close in their purchases as possible. In fact, at times, there was such a scarcity of tea as to endanger a famine. Great quantities of tea were, however, stored in government warehouses, and on January 1st, when the tax was removed, this was taken out and the 1903 report will show a remarkable increase in

receipts and in shipments as well. Tea prices are not much lower than before the removal of the tax, because prices have been put up in the primary markets and better grades are being imported.

GENERAL LINES.

There are no available figures on which a close estimate of the average percentage of increase can be based, but the estimate of well posted wholesalers is timely. They say that St. Louis during 1902 did from 20 to 25% more business in groceries than during the previous year. The coming year should show better than this, for if there was ever a time when the wholesale grocers of St. Louis have "hustled" for old business in old territories and for new business in new territories it will be during the year 1903.

## GROCERIES.

## RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1902.....	193	408,910	.....	511,300	118	366,919	816,768
1901.....	258	465,246	.....	564,516	818	296,787	834,008
1900.....	671	498,379	.....	490,190	.....	551,217	455,260
1899.....	697	438,785	.....	562,485	80	848,764	585,886
1898.....	728	472,990	.....	570,940	576	842,828	596,917
1897.....	1,447	497,365	.....	497,525	681	869,878	556,581
1896.....	1,296	446,105	.....	258,919	846	396,759	325,217
1895.....	8,127	419,706	.....	851,842	1,780	880,772	265,780
1894.....	1,979	458,450	.....	277,840	1,423	419,121	283,984
1893.....	2,508	491,986	.....	414,689	2,212	415,459	264,905
1892.....	1,912	419,016	545	485,121	1,811	824,188	809,966
1891.....	3,085	568,106	.....	870,971	1,651	868,559	261,446
1890.....	2,474	828,280	857	144,407	722	218,292	114,946
1889.....	2,708	346,649	548	552,064	1,188	252,750	269,964
1888.....	80,850	297,922	.....	96,896	8,101	682,729	48,188
1887.....	6,580	316,281	1,569	11,942	615	268,266	1,889
1886.....	52,887	242,075	791	105,560	771	880,849	2,458
1885.....	12,172	297,897	100	1,614	1,621	217,678	2,524
1884.....	22,294	216,821	90	190,990	1,268	276,475	4,454
1883.....	48,864	191,754	.....	26,560	1,500	281,061	9,668

## RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

YEARS.	MOLASSES.				B.	RICE.		
	RECEIPTS.		SHIPMENTS.			SHIPS.	RECEIPTS.	SHIPMENTS.
	Bbls.	Kgs.	Bbls.	Kgs.				
1902.....	61,504	526	184,046	88,800	8	528,316	196,575	226,496
1901.....	54,990	1,940	123,177	43,882	8	508,865	178,580	142,947
1900.....	80,970	680	150,406	48,726	2	554,440	119,615	102,634
1899.....	40,098	2,606	179,655	114,862	2	406,808	168,105	112,497
1898.....	28,540	1,148	121,858	118,266	2	366,168	127,275	87,477
1897.....	26,126	2,247	141,114	58,315	2	279,688	95,801	72,519
1896.....	16,880	1,808	57,761	27,582	4	262,566	87,690	64,616
1895.....	21,197	906	71,587	26,829	2	304,977	98,039	62,218
1894.....	23,939	506	118,824	28,557	1	309,407	66,576	70,254
1893.....	26,522	548	70,465	44,871	1	290,920	87,969	.....
1892.....	23,344	475	55,899	26,133	1	267,109	110,250	71,894
1891.....	23,150	392	74,210	28,827	2	262,997	57,192	69,510
1890.....	24,262	1,188	47,369	10,861	2	202,810	115,970	58,816
1889.....	18,979	1,187	22,548	80,786	2	196,682	68,658	67,716
1888.....	22,890	1,269	71,806	48,354	1	226,503	74,181	63,116
1887.....	80,825	19,580	86,611	24,848	1	212,819	79,604	50,623
1886.....	27,726	8,281	24,141	18,610	2	206,186	72,079	41,571

RECEIPTS, TEA	Year.	Pkgs.
.....	1902.....	16,390
“	.....1901.....	21,246
“	.....1900.....	39,645
“	.....1899.....	15,400
“	.....1898.....	27,160
“	.....1897.....	27,112
“	.....1896.....	16,157
“	.....1895.....	28,567
“	.....1894.....	72,557
“	.....1893.....	108,529

RECEIPTS, GLUCOSE	Year.	Bbls.
.....	1902.....	45,129
“	.....1901.....	48,499
“	.....1900.....	68,100
“	.....1899.....	70,590
“	.....1898.....	48,990
“	.....1897.....	59,320
“	.....1896.....	69,971
“	.....1895.....	80,010
“	.....1894.....	75,968
“	.....1893.....	88,090

**FURNITURE.**

By GEO. T. PARKER, Secretary St. Louis Furniture Board of Trade.

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The opening of the permanent Furniture Exposition in St. Louis, marks an era of progress in the business and is the most distinguishing feature of the year. Installed in a fine eight story building, erected especially for the purpose at Thirteenth and Locust, St. Louis furniture interests take rank with New York, Chicago and Grand Rapids, magnifying more than ever before, the importance of St. Louis as the furniture market for the great Southwest.

There has been a great development of business in new territory, made tributary to St. Louis by the completion of new railroad systems, which has resulted in business having been transacted in a greater number of cities and over a greater area than ever before, although there are parts of this new territory which are almost unsettled, the introduction of St. Louis furniture there has been made, and the business will grow with the localities.

The year of 1902 has been one of great activity in manufacturing, there has been no cessation. It has been a repetition of previous recent years, with improved machinery, bettered system resulting in enlarged production at a minimizing of expense. The building of new factories and extensions to old, have increased the facilities 20%, and these have all been of a permanent character and not provided for a mere temporary use; and the trade of the year develops that the output of many other large factories could find purchasers here, which now have to seek it in other localities.

The quality of St. Louis made furniture, as shown by the Exposition Exhibits, is a notable advance over the product of even a few years back, as are also the designs, crudities in both having been eliminated to supply the demands of the increased education of taste in the users. This city should have more factories, the need of lines of the highest grades is apparent, though these are not the makers of great quantities, they are needed to perfect an otherwise almost complete assortment supplied by the St. Louis factories. The market is deficient in school, church and opera house furniture factories, for which there is an unusual opportunity for capital, with assured business.

The sales through this market, including those of retail houses, goods sold here though manufactured at other points, are estimated at \$33,000,000.

All retail houses report an increasing demand for the better grades of both cabinet and upholstered furniture, a reflex of the prosperous condition of the surrounding country and in the city; in consequence there never has been shown in St. Louis such an expensive stocks of goods as may to-day be found, nor are they excelled for variety and value in any United States city.

The woods used in furniture manufacture are not changed from last year, mahogany having gained in popularity, bird's eye maple, curly birch and oak being the woods used in the best grades. Ash and poplar are used here in extensive quantities for cheaper grades. Metal beds have

gained favor and are having a large sale. St. Louis continues the great hardwood lumber market and supplies the cabinet woods—excepting mahogany—for not only this, but other furniture manufacturing centers. Prices have remained uniformly firm throughout the year, small advances being necessary on account of the increased costs of lumber, labor and materials entering into furniture construction.

The completion of several fine trust office buildings has resulted in the installation of furnishings, whose elegance is not excelled in this or other countries; these expenditures have been very large and have inculcated a desire on the part of office men to abandon decrepit office outfits for those of modern convenience. Numerous new churches, schools, institutions and small hotels have, within the year been fitted up, adding considerably to the aggregate of St. Louis business.

The number of our factories are about 50, employing a capital of about \$4,000,000. There have been no strikes among the 7,000 workmen whose wages it is estimated equals nearly \$4,000,000. The export business shows a great expansion as to the localities reached, a large demand being from South Africa, Sweden, Japan, besides to the countries which have become a regular field for St. Louis trade.

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### FOREIGN COMMERCE OF ST. LOUIS.

By JAMES ARBUCKLE, Manager Latin-American Club and Foreign Trade Assn.

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In compiling information regarding the foreign exports and imports of this city, it is difficult to procure statistics on many lines, and in presenting this report we have to state that where we can furnish the figures we have done so, and in other cases given the best information obtainable.

Shipments of our flour to foreign countries, amounted in the aggregate in 1902, to 905,205 barrels. Of these were shipped to—

	Barrels.
Great Britain.....	416,826
The Continent .....	156,807
Scandinavia.....	48,609
Mediterranean Ports.....	2,370
Canada.....	9,370
West Indies.....	180,554
Central America.....	11,165
South America.....	8,145
South Africa.....	1,613
Seaboard, for export.....	69,848

Of wheat, St. Louis shipped by rail to the seaboard for export 3,672,860 bushels. Corn to the seaboard, including to Cuba, 259,912 bushels, amounting in all to 1,853,572 bushels, and of oats 207,503 bushels, by river to New Orleans 2,308,714 bushels wheat, 226,400 bushels corn, 28,409 bushels oats, and rye 28,212 bushels.

The following were the shipments of cotton to the undernoted countries from this city, 264,376 bales in the aggregate:

	Bales.
England.....	135,624
Continent .....	56,584
Canada.....	29,049
Japan.....	88,110
China.....	287
Seaboard, for export.....	4,722

#### BEER.

There was exported in bond to various countries to the value of \$489,486, a total of 650,295 gallons. Our beer goes to all countries in Latin-America, Philippines, Japan, China, Australia and South Africa, East Indies, and occasionally to France and England. St. Louis beer is highly appreciated everywhere that it is consumed, and will continue to be an important factor in cementing kind relations with all nations. One St. Louis brewery alone made sales for the fiscal year ending September 30th, of 1,069,001 barrels, three-eighths of which, 279,301 barrels, was sold in bottles, which is equivalent to 83,790,300 bottles.

#### LATIN-AMERICAN TRADE.

Our trade with the southern countries, except Mexico, has not come up to our sanguine expectations of a year ago. There are forcible reasons for this. Cuba has had adverse political conditions and low prices for her sugar, her main article of export, hence her buying power was curtailed. With Porto Rico and the other West Indies we are largely increasing our trade.

Mexico has had a low and declining price for her silver, the main product of her mountains and the basis of her monetary system, until an importer of goods into that country finds an almost prohibitory rate for gold exchange, and hence is virtually forced to stop ordering goods and the serious question arises how he is to pay his debts. With a reasonable rate of exchange that country would be a large buyer of our goods. We need hardly state that should silver acquire its old relative value, say approximately 200, there will be a much increased and active business with that republic immediately. Mexico within itself is prosperous, and the country is developing fast to higher conditions, and with more of the Anglo-Saxon element to push it along, we may look for great and phenomenal development. Mexico, being our nearest neighbor, we naturally are more interested in that trade than any other country.

We have steadily made headway, and from 1881, when the exports of the United States were only \$11,000,000, they have increased up to 1902, nearly thirty millions. This has been largely at the expense of European countries, who have steadily lost ground, with the exception of Germany and Spain, and their increase has been very small, as compared with ours.

There is an immense amount of American capital now invested in Mexico, some estimate as high as \$400,000,000. This naturally influences con-

stantly greater trade with the United States. St. Louis keeps active in getting its share of the increasing business, and our commercial travellers are conspicuous in all the main cities of Mexico. The fact that we have rapid rail communication with that country will always be a great advantage for this city.

Further south we have had most wretched conditions in Guatemala with a government in bankruptcy, their fiscal condition deplorable, and the mercantile classes taxed to death by officials, and all aggravated by the frequent and most destructive earthquakes, destroying territories of coffee plantations and utterly ruining cities and burying their inhabitants. We stand aghast at the relation of horrors! but the world does not pause for sentiment!

The conditions in Honduras, El Salvador, Nicaragua and Costa Rica are somewhat better, but still the factor of a depreciated government currency is still in evidence and hinders trade, especially with the world outside. Some two years ago, the President of Costa Rica, made some arrangement in London, whereby this little country put itself on a gold basis, and business therefore with this Republic, seems easy to effect.

Colombia has been in the throes of civil strife for nearly three years. Hence the business has been limited to the coast cities, and in these it has almost been paralyzed. The government paper money which is based on silver has gone to a very low rate. Shipments of coffee and other of its products have been very small during that period. Our exports there have also been very small.

Venezuela has been in a like condition, and although the country is nominally on a gold basis, the government has issued paper currency, which has now a very reduced value. Business is almost at a standstill, and no confidence exists either in commercial or banking circles. Considerable St. Louis flour and other articles were formerly shipped to many points of this country, but now exports there, are a mere bagatelle.

Brazil, to whom we formerly shipped large quantities of flour, has decreased her purchases from us, and buys now largely from Argentine, and although occasionally a round lot is bought in our market, it is done in competition with the River Platte product. There is a wonderful field to sell our products in this country, which our manufacturers are slow yet to enter. The expected steamship line, that we had tried to inaugurate between a Mexican gulf port and Brazil, did not materialize for some reason, so our flour exporters and our coffee importers are both disappointed, but we will promise them that we shall "try, try again."

Our trade with Paraguay, Uruguay and Argentine is small, so is also our trade with the countries on the Pacific coast of South America. It is to be hoped, that the Panama canal, so long and exasperatingly delayed, will yet be opened up to our traffic from a gulf port. The enormous amount of trade, which the European countries derive from there, ought to be an especial incentive for us to make heroic efforts to that end.

**SOUTH AFRICA.**

Trade with South Africa is springing up. In lines of agricultural machinery, shoes, wagons, hardware, and many other lines this offers a promising field, that will grow to immense proportions. Some business is also being done in these lines with Australia.

China and Japan are also beginning to afford a field, both for our exporters and importers, and to a limited extent the East Indies.

Shipments of live stock still continue to South Africa, although the war is over. These are for agricultural purposes.

The increase in our foreign trade has been most marked in the line of exports of agricultural implements, iron and hardware, shoes, machinery, glass, electrical supplies, wire rope, paper, etc., mostly to Mexico, and in a moderate degree to Australia, South America, Cuba and South Africa, although there have been large sales made to other parts of Latin-America and Europe.

There have also been large shipments of fruit to Europe.

The following are the estimates for packing house export shipments:

	Pounds.
Dressed hogs.....	750,000
Fresh hams.....	50,000
Other fresh pork cuts.....	750,000
Dry salt and sweet pickled meat.....	15,000,000
Oleo oil.....	6,500,000
Tallow.....	275,000
Lard.....	2,500,000
Dressed beef.....	450,000
Fancy meat, beef and calf livers, etc.....	1,000,000
Hides.....	1,000,000
Barreled pork.....	80,000

**IMPORTS.**

The receipts of coffee have been as follows: 332,255 sacks and 120,855 packages.

Fruit imports from Mexico, Cuba and Porto Rico have largely increased, and the usually heavy importations of bananas from Colombia, via New Orleans and Mobile.

**THE LUMBER TRADE OF ST. LOUIS DURING 1902.**

By GEO. E. WATSON, of the American Lumberman.

St. Louis is prepared to tell a story of progress toward supremacy in the lumber world, which is unequalled by any other of the great lumber markets of the country and which, in the vastness of the business transacted, will be difficult of comprehension by those not in touch with the situation. The business of the city has grown at an amazing rate, until it now stands



in first place as a market for Southern lumber, and, in this connection, it must be stated that the marketing of the Southern lumber product is now the most important of the various branches of the trade. To this growth of the market in actual comparative form, the following receipts by rail during the past nine years show a progress, such as would make any market proud:

	Cars.
1894 .....	45,764
1895 .....	58,621
1896 .....	56,473
1897 .....	62,804
1898 .....	76,321
1899 .....	88,177
1900 .....	102,576
1901 .....	111,897
1902 .....	131,576

The reason for this marked growth is very apparent. With the gradual disintegration of the Northern forests, the lumber manufacturers, who formerly operated plants in Michigan, Wisconsin and other of the Northern States, are removing their mills to Arkansas, Louisiana and other Southern sections and are marketing their product, through St. Louis, in the same territory as before. The extreme Northern country is depending more and more upon the Southern forests and, because of the central location of St. Louis, this market is reaping the harvest. St. Louis lumber is reaching points hitherto not considered as possible markets for Southern lumber, and the export trade of the city is no small item. In addition to the business shown by the tables, which follow, the St. Louis people have transacted a wonderful business, which formed no part of the receipts and shipments of the market, business in the way of direct shipments from the mills to points of consumption in the far East or West, and which did not pass through the city. This business amounted to almost 1,000,000,000 feet, but it is impossible to give the figures with any degree of accuracy, nor is it possible to place a monetary valuation upon the business of the market.

#### RECEIPTS AND SHIPMENTS.

The following is a comparative statement of the receipts during each month of the past three years:

	Cars. 1902.	Cars. 1901.	Cars. 1900.
January .....	8,840	8,888	8,819
February .....	7,760	9,118	8,547
March .....	12,991	10,987	10,228
April .....	13,859	10,347	8,501
May .....	12,080	9,685	9,447
June .....	10,698	9,236	8,671
July .....	11,241	9,223	8,368
August .....	10,805	9,191	8,904
September .....	11,569	9,254	7,880
October .....	11,765	9,804	8,158
November .....	9,702	8,476	7,126
December .....	10,288	7,788	8,079
Total .....	131,576	111,897	102,576

This shows a gain over the preceding year of 19,679 cars, and a gain over 1900 of 29,000 cars. The receipts for the three years over each railroad were as follows:

NAME OF ROAD.	Cars. 1902.	Cars. 1901.	Cars. 1900.
Chicago & Alton, (Mo. Div.).....	116	62	8
Missouri Pacific .....	8,552	2,688	2,521
St. Louis & San Francisco.....	1,734	924	1,297
Wabash (West).....	212	574	427
St. Louis, Kansas City & Colorado. ....	26	9	11
Missouri, Kansas & Texas.....	311	187	418
St. Louis, Southwestern.....	10,938	7,785	6,888
St. Louis Iron Mountain & Southern.....	65,199	58,414	54,819
Illinois Central.....	16,706	18,245	12,422
Louisville, Henderson & St. Louis.....	75	82	17
Southern Ry.....	776	1,088	476
Mobile & Ohio.....	24,574	18,924	17,853
Louisville & Nashville.....	2,800	2,020	1,911
Baltimore & Ohio Southwestern.....	20	105	45
Chicago & Alton.....	620	883	205
Cleveland, Cincinnati, Chicago & St. Louis.....	79	159	201
Vandalia .....	152	225	215
Wabash (East).....	1,284	1,294	911
Toledo, St. Louis & Western .....	859	124	117
Chicago, Peoria & St. Louis.....	1,021	1,154	524
Chicago, Burlington & Quincy... ..	408	501	546
St. Louis, Keokuk & Northwestern.....	1,119	2,050	1,749
St. Louis Valley Ry .....	5	.....	.....
<b>TOTAL .....</b>	<b>181,576</b>	<b>111,897</b>	<b>102,576</b>

In addition to this rail movement of lumber the report of the harbor master shows the following receipts by river:

	Feet—1902.	Feet—1901.
White Pine.....	11,550,000	22,481,456
Elm .....	266,000	230,200
Poplar .....	3,556,400	6,206,400
Cottonwood.....	18,520,800	16,179,000
Cypress.....	10,813,000	7,051,300
Sycamore.....	6,000	128,000
Ash .....	1,172,300	758,500
Oak .....	3,515,500	4,301,300
Walnut .....	32,950	82,200
Gum .....	2,330,000	4,572,000
Maple.....	20,850	60,180
Hickory.....	3,000	2,900
Cherry.....	6,500	161,200
Cedar.....	111,500	309,240
Chestnut .....	12,000	79,000
Yellow pine .....	41,000	.....
<b>Total.....</b>	<b>51,957,800</b>	<b>62,602,966</b>

Showing a loss of 10,645,166 feet. This report, however, is very inaccurate as it does not show the total receipts, it being known that a greater amount of lumber than this came in by river. The report also shows the following receipts of lumber commodities:

	1902.	1901.
Logs, feet.....	15,618,300	9,331,800
Shingles, pieces.....	6,455,000	11,198,250
Lath, pieces .....	7,067,000	12,385,550
Pickets, pieces.....	216,000	147,960

To reduce this amount of lumber to feet is a problem which can not be solved with any degree of accuracy, but St. Louis is sufficiently modest to wish to under rather than over estimate the business of the year. For this reason the same basis of 12,000 feet to the car, the figures used for several years past, is taken, although it is believed that this is too low. This gives the following as the total lumber receipts of the St. Louis market:

	Feet—1902.	Feet—1901.
By Rail .....	1,578,912,000	1,842,764,000
By River.....	51,857,800	62,602,966
Logs by River .....	15,618,800	9,331,800
Total .....	1,646,488,100	1,914,698,766

This shows a gain over 1901 of 231,789,334 feet. Receipts during 1900 were 1,336,402,564 feet, and during 1899 were 1,148,124,000 feet.

The shipments by rail each month during the past three years were as follows:

	Cars. 1902.	Cars. 1901.	Cars. 1900.
January.....	4,866	4,718	4,482
February .....	4,066	4,900	4,887
March.....	6,659	6,296	5,548
April.....	6,758	6,552	4,964
May.....	6,278	6,482	5,187
June.....	5,746	6,295	5,765
July.....	6,181	6,141	5,277
August.....	6,560	5,790	5,780
September.....	6,276	5,780	5,816
October.....	6,898	5,956	5,244
November.....	5,651	5,020	4,248
December.....	6,258	4,409	4,822
Total.....	71,727	68,889	61,060

Showing a gain over 1901 of 8,888 cars and, over 1900, of 10,667 cars.

The shipments over each of the railroads were:

NAME OF ROAD.	Cars. 1902.	Cars. 1901.	Cars. 1900.
Chicago & Alton (Mo. Div.) .....	372	866	167
Missouri Pacific .....	12,506	14,159	11,794
St. Louis & San Francisco .....	786	478	539
Wabash (West).....	5,007	4,808	4,928
St. Louis, Kansas City & Colorado.....	663	621	817
Missouri Kansas & Texas.....	1,175	1,129	486
St. Louis Southwestern .....	25	7	15
St. Louis, Iron Mountain & Southern.....	208	286	199
Illinois Central.....	1,933	1,878	2,006
Louisville, Henderson & St. Louis.....	24	14	22
Louisville & Nashville .....	98	101	29
Mobile & Ohio .....	68	10	27
Southern Ry.....	971	861	1,177
St. Louis & Ohio Southwestern .....	1,887	1,405	2,430
St. Louis, Chicago & St. Louis.....	4,854	4,007	3,184
St. Louis, Chicago & St. Louis.....	8,062	2,697	2,796
St. Louis, Chicago & St. Louis.....	6,880	5,946	6,437
St. Louis, Chicago & St. Louis.....	12,018	12,898	8,197
St. Louis, Chicago & St. Louis.....	4,072	8,047	8,044
St. Louis, Chicago & St. Louis.....	4,051	8,797	4,869
St. Louis, Chicago & St. Louis.....	4,897	4,562	4,222
St. Louis, Chicago & St. Louis.....	7,954	5,296	4,169
St. Louis, Chicago & St. Louis.....	21	.....	.....
TOTAL.....	71,727	68,889	61,060

On a basis of 12,000 feet to the car this gives the following as the total shipments:

	Feet—1902.	Feet—1901.
By rail .....	860,724,000	820,068,000
By river.....	2,086,000	8,133,000
Totals .....	862,810,000	824,201,000

This shows a gain in the shipments over the preceding year of 38,609,000 feet. It is firmly believed that there was a greater gain in the shipments than this and the difference is accounted for by the fact that out-bound business is loaded heavier and in greater capacity cars than the average in-bound business and this would make a great difference.

The local consumption of lumber, as arrived at by taking the difference between the receipts and the shipments, gives the following:

	Feet—1902.	Feet—1901.
Receipts .....	1,646,488,100	1,414,698,766
Shipments .....	862,810,000	824,201,000
Local consumption.....	783,678,100	590,497,766

This shows a gain for 1902 over 1901 of 193,180,334 feet, which proves conclusively that the past year was the most aggressively prosperous year St. Louis lumbermen have ever known as to both local and country business.

The outlook for St. Louis as a lumber market is wonderful. The limit of progress has by no means been reached and the World's Fair City should show as great gains during 1903 as during the past year, and this will place it at the top as a market for lumber even if it be not already at the top.

## ST. LOUIS MUNICIPAL AFFAIRS

From the report of MR. JAMES Y. PLAYER, Comptroller, for the fiscal  
year ending April 10th, 1902.

### CONDITION OF THE TREASURY.

The balance in the treasury at the end of the fiscal year, April 7th, 1902, was \$5,388,361.31. To this amount is to be added for uncollected special tax bills for the opening, sprinkling and changing grades of streets and maintaining boulevards, \$298,528.49, making the total resources of the treasury \$5,686,889.80. To be charged against this amount is the balance standing to the credit of special funds and accounts aggregating \$2,821,557.94. After deducting this amount from the resources of the treasury, an unappropriated surplus of \$2,865,331.86 remains, as against \$2,074,592.30 for the preceding year.

Interest and public debt revenue.....	\$ 966,303.62
Municipal revenue.....	305,555.93
Water works revenue.....	1,541,431.15
Harbor fund.....	52,040.46
	\$2,865,331.86

### REVENUE AND APPROPRIATIONS.

The resources of the revenue funds, income and unappropriated balances, April 8, 1901, were as follows:

Interest and public debt revenue.....	\$ 2,167,152.91
Municipal revenue.....	6,289,228.95
Water works revenue.....	2,769,359.27
Harbor fund .....	110,069.51
	\$11,335,810.64

### BONDED DEBT.

There was no reduction of the bonded debt during the fiscal year ending April 7th, 1902. The total debt remains at \$18,916,278.30.

The annual interest charges on the bonded debt remains unchanged at \$778,409.28, an average rate of 4.11%.

With the issue of the \$5,000,000 of 3.25% twenty-year bonds in aid of the St. Louis World's Fair celebrating the Louisiana Purchase Centennial, as authorized by an amendment to the State Constitution ratified at a general election held November 6th, 1900, the bonded debt of the city will be increased to \$23,916,278.30.

A special tax will be levied, sufficient to provide for the payment of the annual interest on the World's Fair bonds, and sufficient also to provide a sinking fund to meet the principal of these bonds, as required by the provisions of Section 1, of Article V of the charter of the city.

#### SINKING FUND.

The balance in the sinking fund at the close of the year 1901 was \$232,275.13. To this must be added the sum of \$421,590.72, set apart for sinking fund purposes for the year just closed, making the balance to the credit of the sinking fund account, April 7th, 1902, \$653,868.85.

Section 2, of Article XIV, of the charter, requires that \$1,200,000 be set aside annually, to be used exclusively for interest and public debt revenue purposes. The portion of each annual appropriation not required for the payment of the interest coupons maturing during the respective years must be credited to and constitute the sinking fund, and held sacred for the redemption and purchase of bonds outstanding on the 7th day of April, 1890. A special sinking fund is established by law for the redemption and purchase of the bonds issued in aid of the World's Fair.

#### TAXATION.

The assessed valuation of property, real and personal, for the taxes of 1902, is \$389,953,730, of which \$329,659,090 is assessed as the valuation of real estate, and \$60,294,640 as the value of personal property.

The assessment of railroad, bridge, telegraph, express and street railroad property by the State Board of Equalization for the year 1902, will, in all probability, exceed the assessment of last year, namely; \$26,211,354.

The rate of taxation for the current year has been increased five cents on the \$100 valuation, due to the necessity of making provision for the interest on the Worlds' Fair bonds and establishing a sinking fund, as required by law, for the redemption and purchase of those bonds.

The rates for 1901, on the \$100 valuation are as follows:

For payment of debt and interest (bounds outstanding April 7th, 1890).....	\$ .20
For interest and sinking fund, World's Fair bonds.....	.10
For general municipal purposes.....	.96
Total City.....	\$1.26
For Public Library.....	.04
Total.....	\$1.30

## STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. ALBERT O. ALLEN,

STATE AUDITOR, JANUARY 10, 1903.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1902 taxes.....	\$1,046,469,144 00
Railroad, Bridge and Telegraph property, including street railroad property for 1902 taxes.....	129,869,198 00
Merchants and Manufacturers, valuation for 1902 taxes (Esti- mated).....	68,485,014 50
Total .....	<u>\$1,235,823,856 50</u>
Balance in Treasury, December 31, 1901.....	\$ 1,217,540 51
Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1902.....	5,423,445 09
Disbursements during the year 1902, for all purposes.....	4,668,173 35
Balance in Treasury December 31, 1902 .....	<u>1,998,402 71</u>

## STATE BONDED DEBT, JANUARY 1, 1903.

487 3¼ per cent. 5-20 refunding bonds, due January 1, 1908 ...	\$ 487,000 00
Total bonded debt.....	<u>\$ 487,000 00</u>

## SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent. ....	\$2,909,000 00
School certificates, 5 per cent. ....	250,000 00
	<u>\$3,159,000 00</u>
Seminary certificates, 6 per cent. ....	\$ 122,000 00
Seminary certificates, 5 per cent. ....	1,117,839 42
	<u>\$1,239,839 42</u>

## MINING INDUSTRIES OF MISSOURI.

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By J. W. MARSTELLER, Secretary Bureau of Mines, Mining and Mining Inspection.

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Our mining industries for the year 1902 evidence a very flourishing condition throughout the entire State, and but for a shortage in transportation facilities, our lead, zinc and coal production would have been much greater than our final report will show. Enough is already shown to indicate a very decided increase in the lead output, a very satisfactory increase in zinc ores, with a shortage in the output of coal compared with 1901. While the coal product will show less, yet the increased price received for the same will about equal the value of the output for the former year. Our coal trade suffered not only on account of a shortage in the cars furnished by the railways, but because of a great scarcity in miners. The lack of miners is due largely to the unnecessarily prolonged meeting of the convention formed of representatives of mine operators and miners, at which the scale of prices to govern for the ensuing year is agreed upon. So much time was taken up that it was feared an agreement would not be reached and many hundred miners left the State for sections where the scale had been decided upon and a year's work assured. Our coal product for the year will closely approximate 3,500,000 tons, valued at \$4,700,000. The demand for coal has been very good and the price paid for mining and the price received for the coal have both made good increases. Our present developed work, splendid equipment, excellent facilities for handling the product, together with the new mines opened out during the year, will enable our operators to double the output should the trade demand it. No period in the mining history of the State has witnessed the progress made during the last year in new mines opened or the vast preparations made in increasing the capacity of our older mines, along the line of the Iowa & St. Louis Railway, now being rapidly constructed and of which we hear so little—although one of its terminals is at St. Louis, while the other is at Sioux City. It appears that the prime object in building this new railroad was to secure the trade from the great Chariton Valley coal field. The Keokuk & Western, Wabash R. R. and the Quincy, Omaha & Kansas City, each cross through a portion of this field; but the Iowa & St. Louis passes right through the entire field from north to south, opening up a new field of most excellent coal of an average thickness of 42 inches. We visited ten new mines opened in this section last month, finding several of them already making a large output, while the others were nearing completion. Many other mines are contemplated on this line and when all are in opera-



tion, this section of our State will show a wonderful increase in its coal product. The Manufacturers Coal & Coke Company, is responsible for this new enterprise and as the same gentlemen, officer the coal company and the railroad as well, doubtless transportation facilities will be promptly furnished. The coal company has secured control of over 50,000 acres of this coal property, embracing land in Putnam, Schuyler, Adair and Macon counties. Adair county appears to be more highly favored in the number of new mines opened, and promises for the coming year to exceed all other counties, if we except Macon county, which has an output of more than 1,000,000 tons annually.

There is at present a better feeling existing between employer and employe in our coal field than has existed for years. Strikes we have had, but they were local, and at no time of a serious nature. Our mines were never more safe, or their sanitary condition better; in fact Missouri is credited with having proven a more favorable condition in her mines, relative to mine accidents, than any other mining section in all North America. The current year gives promise of more harmony between operator and miner, and a greater output than we have ever before experienced.

The growth and progress in our lead and zinc industries is simply wonderful, especially is this true of our lead industry; 1899 and 1900 were banner years in the output of lead ores, with 151,307 tons to their credit; but 1901 and 1902 show that there were mined 237,519 tons, an increase of 86,212 tons, or 57%. The value of the product increased during the same period from \$6,872,439 to \$10,625,497, showing the increase in favor of 1901 and 1902 to be \$3,752,968. St. Francois county alone mined 174,122,700 pounds of lead ore during the year 1902, valued at \$3,733,808, an increase over 1901 of \$614,419. The lead ore production for the year 1902 for the entire State was 245,354,000 pounds, an increase over the previous year of 35,670,000 pounds. The value of the product for the year will be about \$5,700,000. New plants in our lead ore districts are without doubt not only the largest of their kind to be found anywhere, but they embrace every modern appliance for the speedy handling and cleaning the ore. Our soft Missouri ores are in better demand than the desilverized ores, and increased production has been met with a steady advance in the price for the last six months of the year. The future is very promising in every feature connected with the industry.

Zinc ores of this State like our lead ores, are the best to be found in any country, they are the purest and of necessity bring the better prices and are always in greater demand. The year 1901 while it showed an increased production, yet the price compared with the two former years was very low; this year however shows a very satisfactory increase in production and a most gratifying increase in price. The average price received for zinc ores during the year 1902, was \$6.63 per ton better than for the former year. An average increase in price of 28%, has had its influence in still further increasing prospect work and widening the mineral field. Attempts to unjustly influence the price of ore are promptly met by our operators in

several ways and the wisdom they have displayed in their methods for maintaining prices, has undoubtedly sustained the fair prices which have obtained for some months past. Our zinc ore output for the year will reach 240,000 tons, compared with 224,074 tons for the previous year, an increase of 15,926 tons. The value of the product for 1902 amounts to \$7,290,780 as against \$5,308,671 for 1901, showing an increased value of \$1,982,109 or 37.33%. The future promise of our zinc fields could not be better forecast than by reference to the activity displayed of late in the purchase of mineral lands, mines and plants and the extra good prices secured for such property; there has been nothing approaching a boom condition nor has fictitious value played a part, but it is simply due to the strong and healthy conditions existing in the zinc district. Jasper County of course continues to lead all others in the production of zinc ores and the value of its lead and zinc ores.

The product of our mines for the year 1902, from the data at hand, indicates that it will reach \$17,670,780, of which \$4,700,000 was received from our coal product, \$5,700,000 from lead ore and \$7,290,780 is derived from the sale of our zinc ores. This shows an increase over 1901 in the value of our mineral production of \$2,751,550, the increase being due almost wholly to lead and zinc for the reasons above mentioned.

## POPULATION OF ST. LOUIS.

AREA 62½ SQUARE MILES.

1880	4,928	1889	185,587
1882	5,000	1890	204,324
1890	5,862	1870—United States Census	310,357
1893	6,397	1880—“	350,523
1895	8,316	1885—Estimated	400,000
1897	12,040	1888—“	450,000
1899	16,469	1890—United States Census	451,772
1894	84,140	1900—United States Census	575,238
1895	74,459	1901—Estimated	600,000
1898	94,000	1902—Estimated	621,000
1896	126,200		

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY  
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1863	\$ 49,409,080		3.42	....
1864	53,205,830	\$ 63,069,078	3.60	....
1865	78,980,700	87,635,534	2.78½	....
1866	81,981,610	105,245,210	3.00	....
1867	88,635,600	112,907,680	3.25	....
1868	94,823,370	116,583,140	3.25	....
1869	113,626,410	138,523,480	3.25	....
1870	119,080,800	147,969,660	....	....
1871	123,833,950	158,273,430	3.30	....
1873	129,225,180	169,689,570	3.78	....
1873	149,144,400	180,278,950	3.76	....
1874	141,041,480	173,109,270	2.88.5	....
1875	131,141,030	166,999,660	3.43.5	....
1876	139,785,450	166,441,110	3.43.5	....
1877	148,013,750	181,345,560	3.30	....
1878	140,976,540	173,839,980	3.60	1.25
1879	136,071,670	163,813,920	3.60	1.25
1880	136,634,980	160,488,000	3.60	1.25
1881	139,897,470	167,364,230	3.60	1.25
1882	161,679,250	191,948,450	3.58	1.23
1883	163,479,060	193,563,640	2.55	1.20
1884	178,696,650	210,124,370	2.55	1.20
1885	177,857,240	207,910,350	2.55	1.20
1886	187,391,540	218,371,360	3.55	1.20
1887	184,815,560	217,143,320	3.50	1.20
1888	196,978,350	227,769,980	3.30	1.70
1889	196,185,840	230,338,310	2.30	1.60
1890	214,971,080	248,827,830	3.30	1.60
1891	215,333,980	255,113,690	2.20	1.80
1892	243,239,140	284,518,550	3.05	1.60
1893	243,787,480	287,628,420	2.05	1.67
1894	270,288,900	315,292,560	2.05	1.67
1895	266,098,900	330,486,640	2.05	1.67
1896	296,419,690	345,940,150	2.05	1.67
1897	299,635,220	344,749,700	2.05	1.67
1898	314,975,540	360,516,660	2.05	1.67
1899	330,019,980	374,588,490	1.95	1.67
1900	337,201,940	380,779,280	1.95	1.67
1901	342,252,540	394,722,700	1.90	1.90
1902	357,701,410	418,046,300	1.95	1.95

City Assessment ..... \$390,026,920  
Board of Equalization for Railroads, Bridges, Telegraph, Express and  
Street Railroad Property..... 28,019,380  
Total..... \$418,046,300  
City Tax, \$1.80; State, 25c; School, 40c.....\$1.95

## BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE  
CITY OF ST. LOUIS DURING THE YEAR 1901 AND 1902.

Prepared by C. F. LONGFELLOW, Commissioner of Public Buildings.

## BUILDING PERMITS ISSUED.

1902.			1901.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January .....	258	\$ 735,453	January .....	224	\$ 1,295,213
February .....	194	671,511	February .....	202	686,644
March .....	363	1,087,703	March .....	312	911,988
April .....	434	1,353,788	April .....	333	727,522
May .....	409	1,068,082	May .....	359	1,296,354
June .....	433	1,614,902	June .....	346	1,342,104
July .....	446	1,178,233	July .....	322	1,498,283
August .....	449	1,207,418	August .....	347	785,171
September .....	430	775,035	September .....	328	542,291
October .....	435	1,175,600	October .....	337	1,012,819
November .....	319	959,824	November .....	338	759,301
December .....	232	1,026,488	December .....	224	2,350,301
Totals .....	4,502	\$12,854,035	Totals .....	3,722	\$ 13,207,991

## BUILDING PERMITS ISSUED FOR TWENTY-TWO YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1902 .....	2,266	2,296	4,502	\$12,854,035
1901 .....	1,896	1,824	3,722	13,207,991
1900 .....	1,880	1,188	2,518	5,916,984
1899 .....	1,569	961	2,500	8,249,565
1898 .....	1,861	796	2,657	7,833,899
1897 .....	2,549	771	3,320	9,471,640
1896 .....	2,848	696	3,029	10,084,906
1895 .....	2,862	780	3,642	14,891,060
1894 .....	2,977	876	3,853	11,844,700
1893 .....	2,748	1,089	3,837	12,857,687
1892 .....	3,436	1,336	4,782	16,974,978
1891 .....	2,976	1,459	4,435	13,259,960
1890 .....	2,685	1,339	3,994	13,682,700
1889 .....	2,453	1,091	3,544	9,765,700
1888 .....	2,145	841	2,986	8,029,501
1887 .....	1,843	648	2,490	8,182,914
1886 .....	1,733	491	2,324	7,080,319
1885 .....	2,160	510	2,670	7,876,519
1884 .....	1,939	630	2,609	7,316,685
1883 .....	1,821	580	2,401	7,123,878
1882 .....	1,646	715	2,361	5,010,554
1881 .....	.....	.....	1,966	4,448,592

## ST. LOUIS WEATHER FOR THE YEAR 1902.

By DR. R. J. HYATT, Local Forecast Official, United States  
Weather Bureau.

From the view point of the normal, the meteorological record for the year 1902 showed a moderate excess in temperature, which was very favorably distributed. The months of May and November were characterized by an unusually high temperature, the departure for the latter month showing an excess of 291°. February and September were the cold months, especially the former, which had a deficiency of 239°. The Mississippi river at this station was frozen from February 3rd to 26th inclusive. The temperature during April, June, August and December averaged slightly below the normal for each day, while during January, March, July and October a moderate excess was noted. On June 11th, the highest temperature for the year, 98°, was observed. The coldest day was February 4th, with minimum temperature 1° below zero. The summer months, June, July and August, were delightfully cool and pleasant; the average temperature being 74, 80 and 76 respectively.

Precipitation was in excess of the normal in March, June, August and December, and normal or below during all other months. An exceptionally heavy rain storm on June 28th, when 4.80 inches fell in 24 hours, made the total for the month 7.86 inches. The total precipitation for the year was 88.43 inches, which varied only slightly from the annual normal.

The total number of clear days was 139; partly cloudy 110; cloudy 116; days with .01 inch or more precipitation 125; with more than trace of snow fall 8; with hail 4; fog 7; thunderstorms 58.

The prevailing direction of wind for the year was south; maximum velocity 54 miles per hour from the north on June 28th.

### RECORD BY MONTHS — JANUARY.

In January the temperature was above the normal, except on the 3rd to 5th, the 12th and 13th, and from the 24th to 31st; the accumulated excess at the end of the month being 59°. The average for the month was 32.4°. The highest was 63° on the 9th, and the lowest "0" or zero on the 27th; monthly range 63°. The total precipitation was 1.18 inches, which was 1.00 less than the normal. There was snow on the 20th, 21st, 24th, 25th, 26th, 28th, 29th and 31st. Total snowfall 6.6. Prevailing wind direction northwest; maximum velocity 31 miles from the west on the 8th. Number of clear days 19; partly cloudy 4; cloudy 8, and rainy 7.

## FEBRUARY.

February was a very cold month. The temperature was below the normal from the 1st to the 22nd, and though the last six days were slightly warmer than normal, the month closed with the large deficiency of 239°. The highest temperature was 56° on the 27th, and the lowest 1° below zero on the 4th. The mean for the month was 26.4°. Precipitation was light, the total for the month being only 0.83 inches, which was 1.95 inches less than normal. It was in form of rain on the 1st, 27th and 28th, and of snow on the 2nd, 5th, 6th, 10th, 11th, 17th, 20th and 21st. Total snowfall 1.7 inches. Prevailing wind direction west; maximum wind velocity 35 miles from the southwest on the 28th. Number of clear days 8; partly cloudy 9; cloudy 11, and with .01 or more precipitation 6.

## MARCH.

March was warmer than normal; the excess amounting to 116°. The cold periods were from the 1st, to 5th, 17th to 19th, and 30th and 31st. Monthly mean 46.8°; highest 74° on the 25th; lowest 17° on the 18th; range 57°. The total precipitation was 4.50 inches, which was 1.01 inches in excess of the normal. Heavy rain occurred on the 26th and 28th. There was light snow on the 1st, 2nd and 17th; the total for the entire month being less than .01. Number of days clear 8; partly cloudy 9; cloudy 14, and with .01 or more precipitation 11. Prevailing wind direction south; maximum velocity 47 miles from the southwest on the 12th.

## APRIL.

April should be classed among the cool months of the year, though the accumulated deficiency was only 25°. The temperature was almost uniformly below the normal during the first half, and moderately above during the latter half of the month, except the 23rd, 24th, 26th and 27th. The monthly mean was 55.4°; highest 89° on the 21st; lowest 31° on the 8th; range 58°. The precipitation was deficient by 1.30 inches; the total for the month being 2.49 inches, which was well distributed throughout the month. The number of days with .01 inch or more of rainfall was 10; number of clear days 15; partly cloudy 11; cloudy 4. Prevailing direction of wind was west; maximum velocity 38 miles from the west on the 26th. Thunderstorms occurred on the 5th, 8th, 20th, 25th and 26th.

## MAY.

May was unusually warm. The temperature was above the normal, except on the 7th and 9th and from the 26th to 30th; the accumulated excess being 185°. The monthly mean was 71.8°; highest 93° on the 20th, lowest 52° on the 27th; range 41. Total precipitation was 3.04, or 1.54 inches less than the normal. Very heavy rain fell on afternoon of the 4th when 1.14 inches fell in the brief period of 21 minutes. The storm was accompanied with hail and high winds, a maximum velocity of 52 miles

per hour from the southwest being recorded. Prevailing direction of wind for month south. Number of days clear 10; partly cloudy 13; cloudy 8, and with .01 inch or more of precipitation 11.

#### JUNE.

During the first 15 days of June, except the 8th and 9th, the temperature was constantly above the normal, while during the latter half of the month it continued below the seasonable line; the accumulated deficiency being 29°. The monthly mean was 74.2°; highest 98° on the 11th; lowest 53° on the 22nd; range 45. The total precipitation was 7.86 inches, which was 2.78 inches in excess of the normal. Though showers occurred at close intervals during the month, the total precipitation resulted in the main from one exceptionally heavy rain storm on the 28th, when 4.80 inches fell in 24 hours, and 1 inch in 55 minutes. This storm was also attended by hail and high winds; a maximum velocity of 54 miles per hour from the north being recorded. Number of days with .01 or more inches of rain 14; clear 10; partly cloudy 12; cloudy 8. Prevailing wind direction south. Thunderstorms occurred on the 3rd, 7th, 13th, 15th, 20th, 26th, 27th, 28th and 29th.

#### JULY.

There were no warm or cold periods in July, with marked departure from normal temperature conditions—the month closing with excess of 44°. The temperature was below the normal on the 1st, 10th, 11th, 12th, 20th to 23rd. The monthly mean was 80.3°; highest 96° on the 17th; lowest 61° on the 1st; range 35. The total precipitation was 2.34 inches, or 1.42 less than normal. Number of rainy days 11; clear 13; partly cloudy 15 and cloudy 3. Thunderstorms occurred on the 1st, 7th, 8th, 9th, 18th, 19th, 24th, 27th, 28th and 31st. Prevailing direction of wind south; maximum velocity 35 miles per hour from the west on 9th.

#### AUGUST.

August was cooler than usual. The accumulated deficiency was only 11°, but the month was regarded cool because there were only a few days when the daily mean temperature exceeded the normal by more than 4°. The temperature was below the normal on the 6th, 7th, 10th to 12th, 16th to 19th, 22nd to 27th. The mean temperature for August was 76.4°; highest 97° on the 13th; lowest 58° on the 23rd; range 39. The precipitation for the month also contributed to its coolness, as showers and thunderstorms were very frequent, and heavy rains occurred on the 18th and 26th. The total precipitation was 5.20 inches, which was 1.70 in excess of the normal. Thunderstorms occurred on the 3rd, 4th, 5th, 10th, 17th, 18th, 20th, 22nd, 26th and 31st. Number of clear days 7; partly cloudy 12; cloudy 12; rainy 10. Prevailing direction of wind south; maximum velocity 36 miles from southeast on the 18th.

#### SEPTEMBER.

There were less than 5 warm days in September. The first 3 weeks were exceptionally cool, the departure from normal temperature on the 9th and

13th being 15°. At the close of the month the accumulated deficiency was 90°. The monthly mean was 66.4°; highest 86° on the 7th; lowest 45° on the 13th; range 41. Showers occurred at regular intervals, but as a rule they were light, the total precipitation being 1.98 inches, which was 1.14 inches below the normal. Thunderstorms occurred on the 6th, 17th and 24th. Number of days clear 13; partly cloudy 5; cloudy 12; rainy 11. Prevailing direction of wind south; maximum velocity 43 miles from the north on the 8th.

#### OCTOBER.

October was warmer than usual, except from the 1st to 5th and the 13th. The mean daily temperature was considerably above normal, the excess for the month amounting to 147°. The monthly mean was 62.2°; highest 82° on the 24th; lowest 38° on the 14th; range 44. Heavy rain occurred on the 3rd. Aside from this the precipitation was very light, the total for the month being 2.00 inches, or .89 inch less than normal. Thunderstorms occurred on the 10th, 12th, 17th and 18th. Number of clear days 17; partly cloudy 8; cloudy 6; rainy 7. Prevailing wind direction south; maximum velocity 29 miles from the west on the 13th.

#### NOVEMBER.

There were only four cool days in November. These were the 6th, 7th, 26th and 27th. On all other days the mean temperature ranged from 3° to 24° above the normal; the accumulated excess at the end of the month being 291°. The monthly mean was 53.3°, which was 3° higher than record for any November in the past 32 years. The highest temperature was 79° on the 10th; and the lowest 29° on the 27th; monthly range 50°. Precipitation was about normal; the total being 3.20 inches. Thunderstorm occurred on the 1st. Number of days clear 8; partly cloudy 8; cloudy 14; rainy 14. Prevailing direction of wind south; maximum velocity 45 miles per hour from the southwest on the 29th.

#### DECEMBER.

December averaged slightly cooler than usual. The deficiency amounted to 52°. The mean for the month was 34°; highest 56° on the 1st; lowest 5° on the 26th; range 51°. Precipitation exceeded the normal by 1.00 inch; the total for the month being 3.81 inches. Total snowfall 1.7 inches. Number of clear days 11; partly cloudy 4; cloudy 16, and days with .01 or more precipitation 14. Thunderstorms occurred on the 12th and 20th. Prevailing wind direction south; maximum velocity 38 miles from the southwest on the 2nd. Light frost occurred on the 19th, heavy frost on the 23rd, and killing frost on the 28th.



## NORMAL CLIMATIC CONDITIONS AT ST. LOUIS, MO.

Extreme and average climatic condition for each month of the year, compiled from the Weather Bureau records of the last 32 years:

MONTH.	TEMPERATURE			PERCENT		PRECIPITATION in inches.	NUMBER OF DAYS				
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With precipitation.	Prevailing Wind Direction.
January.....	74	-22	32	72	53	2.21	11	10	10	9	N. W.
February.....	78	-16	36	72	53	2.52	9	9	10	10	N. W.
March.....	85	8	44	68	52	3.23	9	11	11	11	N. W.
April.....	89	23	57	63	50	3.43	11	11	9	10	N. E.
May.....	94	33	67	67	46	4.42	11	12	8	12	S.
June.....	98	44	75	69	48	4.59	9	13	8	12	S.
July.....	107	56	79	67	48	3.64	12	14	5	10	S. E.
August.....	106	52	78	66	39	2.32	14	12	5	7	S. E.
September.....	102	57	79	67	38	2.64	15	9	6	8	S. E.
October.....	91	24	59	64	37	2.33	16	9	6	7	S. E.
November.....	82	5	45	69	52	2.99	9	10	11	10	S. E.
December.....	74	-17	36	72	57	2.81	9	9	13	10	S. E.
Normals and Extremes.	107	-22	56	66	46	37.33	135	129	101	116	S.

— Indicates below zero. Maximum temperature 107 degrees July 24th, 1901.  
Minimum temperature 22 degrees below zero January 5th, 1894. Absolute range  
129 degrees.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1902.

DATE.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
January	Max.	50	49	51	51	57	45	53	63	68	50	57	29	38	52	46	39	50	44	48	43	37	36	39	52	52	35	18	22	21	25	32	30	
	Min.	34	31	19	17	20	29	40	39	44	33	26	21	18	29	35	30	30	35	20	24	34	32	31	28	26	6	0	6	18	15	22	25	
February	Max.	29	21	21	20	21	38	28	19	19	12	35	84	38	29	18	32	31	84	38	26	37	47	47	47	47	55	56	44	.....	.....	.....	.....	
	Min.	21	4	4	-1	5	21	11	10	6	22	17	18	18	19	13	23	17	22	22	21	19	26	46	86	83	87	64	89	.....	.....	.....	.....	
March	Max.	39	32	44	35	46	52	48	44	34	59	66	51	58	62	68	47	53	36	50	60	58	56	62	68	74	65	64	62	47	48	53	58	
	Min.	30	23	28	31	29	32	43	44	39	58	45	41	41	44	47	38	20	17	28	20	42	42	44	50	53	58	54	56	43	56	48	56	
April	Max.	42	54	46	54	65	69	56	45	62	70	68	51	57	56	54	66	70	67	68	69	68	76	68	85	72	73	79	73	73	64	64	62	
	Min.	34	36	39	39	41	50	36	31	39	49	63	44	41	44	42	42	50	52	51	57	58	60	60	45	57	52	53	60	58	58	58	58	
May	Max.	33	36	30	37	30	31	70	78	70	84	76	30	36	71	74	32	36	30	37	38	30	30	38	37	38	66	57	52	52	56	67	68	
	Min.	63	63	64	69	61	64	61	54	59	58	55	63	71	63	56	62	66	69	72	74	72	71	71	71	66	66	67	62	63	60	60	60	
June	Max.	38	38	36	36	36	39	57	74	79	92	98	36	36	35	33	79	82	80	79	72	71	70	76	78	87	87	78	73	73	71	71	71	
	Min.	69	69	63	69	67	69	69	61	64	70	78	76	76	74	71	68	69	64	61	56	56	53	53	62	66	65	64	63	63	60	60	60	
July	Max.	77	92	94	92	92	94	92	93	92	82	81	87	90	90	90	91	96	87	86	81	81	82	85	86	98	92	90	87	88	98	92	98	7
	Min.	61	69	75	76	76	74	74	78	73	68	61	67	72	74	76	78	78	77	82	82	82	82	85	86	98	92	90	87	88	98	92	98	
August	Max.	89	94	92	91	87	81	92	87	87	81	76	81	97	88	86	86	86	77	82	92	96	77	73	80	81	72	75	87	83	86	84	84.5	
	Min.	71	79	86	74	69	62	74	78	73	68	61	67	69	74	76	68	68	68	69	72	70	64	58	68	68	64	64	68	72	74	68.2		
Sept'ber	Max.	53	79	85	71	78	80	86	86	78	79	73	63	63	69	73	82	88	67	62	70	76	78	78	78	67	73	69	74	76	89	88	74.8	
	Min.	68	61	62	56	56	62	63	52	53	56	53	51	45	47	51	56	59	53	60	51	52	56	59	68	66	56	49	40	41	57	68	68.5	
October	Max.	68	68	57	60	57	72	74	77	78	76	76	66	66	66	76	75	74	77	70	76	76	81	80	82	80	74	67	58	66	70	78	71.8	
	Min.	50	57	54	51	50	49	54	56	55	56	60	58	48	38	46	59	53	60	58	51	52	56	59	68	66	56	49	40	41	57	68	68.5	
Nov'ber	Max.	73	75	68	65	58	50	56	68	76	78	76	76	76	68	66	66	66	66	66	65	65	62	57	45	45	49	47	43	47	49	50.8		
	Min.	52	50	48	45	46	46	51	47	46	51	55	62	63	63	67	69	64	48	40	45	46	46	46	38	45	39	29	31	39	35	46.8		
Dec'ber	Max.	56	45	42	38	40	43	40	26	35	56	56	39	35	32	36	35	46	52	50	56	45	41	37	37	20	16	26	31	42	37	48	39.9	
	Min.	36	35	31	30	32	21	15	22	23	35	36	33	28	28	32	26	26	35	44	48	48	37	33	34	10	6	10	24	29	19	24	28.0	

## DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1902.

TAKEN FROM THE RECORDS OF THE U. S. WEATHER BUREAU,  
LOCAL OFFICE.

DAY OF MONTH	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total for 1902.
1.....		.02	T				.80	T			.06		
2.....		.05	T		.25					.07	.12	.66	
3.....				.83		T .80		T		1.55	.02		
4.....					1.77			T .58	T	.03	.20	.02	
5.....		.08		.05	.01	.03	T			.06			
6.....		T		.02	.09	.17		T	.19		T .88	.10	
7.....			.06			.10	.27					.04	
8.....			.04			.08	.05	T					
9.....							.26	.02	.28			T	
10.....		T					.02	T .19					
11.....		T	.14	T					.05			.10	
12.....			.18						.40			1.27	
13.....						.05			.07		.12	.16	
14.....					T						.83	.81	
15.....			.06	T	T			.04					
16.....						.05		T	.41	.17	.06		
17.....		T	T		.04		.18	T	2.10				
18.....				.06		T .05	.89	.05	T .86	T		.04	
19.....		.20		.18	.01	.68	.10	.08				.41	
20.....		T .08			.02							.88	
21.....	.30	T	.21					T .08					
22.....				.87					.08		.18	T	
23.....					T			T	.16			T	
24.....	.04			T	T .29	.08	.17		.08		.81		
25.....	.23			.01	T	.08			.01		.09	T	
26.....	.06		1.28	.49	.11	.01		1.90	T	T			
27.....		.86	.01			.47	T	.20	T		.02	T	
28.....	T	.29	1.62	.78		4.70	.01		T	T	T	T	
29.....			.16	.80		.58						.08	
30.....	T .84		.72	T	.05	.20			.01	T			
31.....	.01				.40		.14	T					
Total.	1.18	0.88	4.50	2.49	8.04	7.86	2.84	5.20	1.98	2.00	8.20	8.81	
Def'cite	-1.00	-1.96	+1.01	-1.80	-1.54	+2.73	-1.42	+1.70	-1.14	-0.89	+0.10	+1.00	

+Excess.    -Deficiency.    T indicates precipitation too small to measure.

## CUSTOM HOUSE TRANSACTIONS, 1902.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1902, showing foreign value and duty paid.

CHAS. F. GALLENKAMP,  
Surveyor of Customs.

COMMODITIES.	Value.	Duty.
Art Works.....	\$ 6,052 00	\$ 997 00
Books and Printed Matter.....	10,896 00	2,599 00
Brushes.....	8,868 00	1,846 40
Burlaps and Bagging.....	565,805 00	150,841 95
Chemicals and Drugs.....	882,885 00	99,129 14
China and Earthenware.....	68,539 00	88,442 85
Outlery.....	67,854 00	88,804 78
Jewelry and Precious Stones.....	5,160 00	1,538 70
Toys.....	18,097 00	4,583 95
Fire Arms.....	11,044 00	3,476 80
Fish.....	85,248 00	10,579 99
Free Goods.....	494,833 00	.....
Glassware.....	20,378 00	12,529 51
Glass, Window.....	464,264 00	188,752 72
Hops.....	108,418 00	40,223 88
Marble and Stone.....	10,011 00	5,247 60
Manufactured Cork.....	85,154 00	21,974 20
"    Cotton.....	617,410 00	247,141 25
"    Flax.....	200,224 00	90,514 83
"    Leather.....	41,681 00	19,408 96
"    Metal.....	47,971 00	21,586 95
"    Paper.....	56,891 00	16,989 54
"    Silk.....	92,486 00	52,598 88
"    Wood.....	4,830 00	1,755 40
Miscellaneous.....	885,706 00	291,110 28
Oil Cloths.....	41,194 00	21,211 14
Paints and Colors.....	5,148 00	1,414 89
Rice, Granulated.....	182,810 00	20,575 75
Spirituons Liquors.....	54,696 00	50,887 64
Straw Matting.....	168,797 00	69,540 87
Tobacco and Cigars.....	189,894 00	165,177 56
Wines, Sparkling.....	86,980 00	22,538 67
Wines, Still.....	66,994 00	28,579 13
Steel Wire.....	196,985 00	79,704 74
Tea.....	86,665 00	81,648 50
Woolens.....	88,261 00	32,559 88
Collections from all other sources.....	.....	70,994 28
Total, 1902.....	\$4,712,562 00	\$1,906,151 43
Total, 1901.....	4,844,433 00	1,903,893 96

## CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1902.—CHAS. F. GALLENGKAMP, SURVEYOR

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1901.....	\$198,679 00	\$187,787 81	.....	.....
January, 1902.....	16,271 00	15,496 55	\$ 27,858 00	\$ 28,238 38
February, ".....	13,798 00	11,176 61	33,400 00	23,890 82
March, ".....	23,195 00	18,677 88	23,490 00	19,811 62
April, ".....	13,798 00	12,781 32	26,081 00	20,080 06
May, ".....	38,080 00	35,405 04	28,744 00	23,671 00
June, ".....	15,297 00	18,599 52	19,517 00	15,352 94
July, ".....	30,660 00	26,163 70	26,159 00	22,708 24
August, ".....	61,698 00	70,036 46	23,209 00	20,216 36
September, ".....	43,002 00	40,960 79	33,010 00	41,108 32
October, ".....	33,890 00	25,882 20	27,853 00	31,010 51
November, ".....	54,941 00	36,372 17	33,260 00	22,568 50
December, ".....	71,868 00	47,908 99	39,248 00	52,263 04
TOTALS.....	\$610,187 00	\$487,248 54	\$396,824 00	\$314,412 79
In Warehouse Dec. 31, 1902.....	.....	.....	213,363 00	172,835 75

Statement of Commodities, exported in bond from the Port of St. Louis during the year ending December 31, 1902.

CHAS. F. GALLENGKAMP,  
Surveyor of Customs.

COMMODITIES.	Gallons.	Number.	Pounds.	Value.
Ammonia.....	.....	.....	18,476	\$ 3,236 00
Beer.....	650,295	.....	.....	489,496 00
Burlaps.....	.....	.....	2,447,651	162,265 00
Calendars.....	.....	.....	65,374	1,805 00
Drugs.....	.....	.....	83,280	15,468 00
Dry Plates.....	.....	.....	383,111	64,559 00
Salt.....	.....	.....	491,660	1,464 00
Steel Wire Rope.....	.....	.....	387,912	41,750 00
Tobacco.....	.....	.....	106,624	37,413 00
TOTAL.....	650,295	.....	4,029,088	\$ 767,446 00

During the first three months of 1902, drawback to the Philippine Islands was not allowed. Shipments made to these Islands during that time did not go in bond, therefore are not included in this report.

# STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS POSTOFFICE DURING 1900, 1901 AND 1902.

F. W. BAUMHOFF, Postmaster.

## REVENUES.

	Receipts.	Expenitures.
1902.....	\$2,736,763.05	\$1,380,574.82
1901.....	2,240,429.72	1,241,282.07
1900.....	2,081,664.77	1,211,642.84
Increase in receipts.....		\$ 496,833.33
Increase in net revenue .....		357,040.58

## DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN ST. LOUIS.

		Increase.
Total pounds handled in 1902.....	34,733,382	
Total pounds handled in 1901.....	30,521,550	
Total pounds handled in 1900.. ..	30,064,921	4,211,832
Total number pieces outgoing handled in 1902...	282,321,446	
Total number pieces outgoing handled in 1901 ..	245,784,171	
Total number pieces outgoing handled in 1900...	225,035,670	36,537,275

## RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.

Total pounds, 1902.....	7,131,521	Total pieces handled, 1902..	101,530,509
Total pounds, 1901.....	6,561,386	Total pieces handled, 1901..	94,506,880
Total pounds, 1900.....	6,170,720	Total pieces handled, 1900..	89,721,778

## MAIL MATTER COLLECTED AND DELIVERED BY CITY DELIVERY.

Total pounds, 1902.....	23,816,173	Total pieces, 1902 .....	452,507,287
Total pounds, 1901 .....	18,437,827	Total pieces, 1901.....	378,194,367
Total pounds, 1900.....	14,327,056	Total pieces, 1900.....	301,034,920

## LOCAL DROP MAIL.

	1902. Pounds.	1902. Pieces.	1901. Pounds.	1901. Pieces.	1900. Pounds.	1900. Pieces.
Letters .....	907,101	54,526,060	904,961	54,297,660	779,336	46,760,160
Cards .....	37,536	6,591,900	36,968	5,545,200	35,399	5,309,850
Circulars .....	152,110	6,084,400	148,780	5,951,200	103,440	4,137,600
Second Class....	276,710	3,043,810	273,549	3,009,039	230,142	2,531,562
Third Class.....	320,944	6,418,880	289,788	5,795,760	272,006	5,440,120

## RECEIPTS AND DISPATCH OF REGISTERED MAIL.

Total number, 1902.....	3,520,990
Total number, 1901.....	2,843,506
Total number, 1900.....	2,458,257

## ISSUING AND PAYMENT OF MONEY ORDERS.

	Number.	Amount.
1902.....	1,212,491	\$9,603,590.21
1901.....	1,157,718	8,395,089.32
1900.....	1,126,759	7,783,364.59

**U. S. INTERNAL REVENUE COLLECTIONS**  
**IN THE FIRST DISTRICT OF MISSOURI.**  
**BENJ. WESTHUS, Collector.**

	1897.	1898.	1899.	1900.	1901.	1902.
Lists (penalties, etc.).....	\$ 6,813 58	\$ 132,455 70	\$ 98,968 25	\$ 160,739 11	\$ 183,473 82	\$ 144,945 84
Spirits Stamps.....	881,816 48	1,124,929 74	685,729 77	168,865 18	190,968 89	48,600 21
Tobacco Stamps.....	3,755,293 74	5,627,099 61	8,000,788 62	9,515,865 12	8,835,848 32	6,485,905 24
Cigar and Cigarette Stamps.....	484,513 90	524,573 82	281,672 46	210,167 14	192,623 07	173,553 87
Snuff Stamps.....	1,172 22	1,756 02	2,002 56	1,788 12	1,574 19	849 25
Beer Stamps.....	2,005,224 90	3,015,508 08	2,885,760 87	4,293,181 76	4,802,891 02	3,432,974 65
Special Tax Stamps.....	137,641 44	164,089 75	176,871 29	177,809 16	186,497 10	167,612 92
Playing Cards.....	8 64	15 70	9 08	4 14	2 43	5 50
Mixed Flour.....	.....	120 10	164 03	99 00	62 00	75 00
Documentary Stamps.....	.....	663,886 92	928,504 95	985,898 68	494,811 28	127,703 30
Proprietary Stamps.....	.....	145,983 42	216,000 26	219,801 59	122,708 72	12,435 41
Oleomargarine.....	.....	.....	.....	.....	.....	5,615 10
<b>Total.....</b>	<b>\$ 7,271,924 90</b>	<b>\$ 11,440,470 80</b>	<b>\$ 14,276,451 24</b>	<b>\$ 15,676,548 96</b>	<b>\$ 14,490,068 84</b>	<b>\$ 10,588,877 39</b>

TRADE AND COMMERCE OF

## RAILROAD TRANSPORTATION.

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By E. S. TOMPKINS, Commissioner, St. Louis Traffic Bureau.

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The Great Trunk Lines leading in all directions from this city indicate the importance of the trade and commerce of St. Louis, and new roads are being built to take care of the increased traffic to the South and West, brought about by the rapid development of that part of the United States.

The year 1902 has brought the greatest improvements in rail transportation facilities in the history of the city. The construction of new roads in Southern Missouri opens up much new local territory, which will prove valuable to this market.

The St. Louis-Kansas City line of the Rock Island lies midway between the Missouri Pacific and the Frisco, and gives a new short line to Union, Versailles, Windsor and other points in Western Missouri.

The Frisco has purchased the St. Louis, Memphis & Southeastern and the St. Louis & Gulf Railways, and is building a new road from St. Louis along the west bank of the Mississippi River, connecting with their line just west of Memphis, and giving direct rail connection via Cape Girardeau with the network of their small roads in Southeastern Missouri, as well as opening up a new route to the Southeast.

The White River Valley line of the Missouri Pacific, now under construction, extending from Batesville, Arkansas, northwest, along the valley of the White River to Carthage, Mo., reaches a territory which has long been in need of rail facilities.

In Oklahoma and the Indian Territory, there is the Arkansas & Choctaw line of the Frisco on the north bank of the Red River, now completed, 120 miles west from the Arkansas-Indian Territory line, and their Oklahoma City and Western branch in operation from Oklahoma City to Chickasha, and under construction to Quanah, Texas.

Also the new line of the Missouri, Kansas & Texas under construction from Coffeyville, Kans., to Guthrie, O. T., all reaching new territory tributary to this market.

The St. Louis Valley Road, recently completed between East St. Louis and Gale, Ill., 120 miles, and the river division of the Missouri Pacific, Jefferson City to Boonville, which was completed last February, are good examples of new railroad construction, which is along lines providing road beds, with a minimum curvature and grade for the economical handling of heavy tonnage.

The extension of the Illinois Central to Golconda, Ill., should bring some new trade to this market, as the only entrance into that city in the past has been by the Ohio River boats.



Another through line will soon be opened from St. Louis to the Atlantic Seaboard the Wabash or Gould interests having purchased a number of small lines, and have under construction new connecting lines, which will give them an outlet to tidewater at Baltimore.

The control of the Chicago & Eastern Illinois has passed to the Frisco, and they are now building some new track west from Findley, Ill., which, with a joint trackage arrangement with the Big Four, will give them an entrance to this city, and open up a new line to Chicago.

The Louisville & Nashville is now controlled by the Atlantic Coast Line, which will bring about improved traffic arrangements and service by that company on shipments from this market, destined to points on the South Atlantic Coast.

Many improvements have been made in the passenger service of the St. Louis lines, by increasing the number of trains; adding new equipment and cutting down the running time of many of their fast trains, which has resulted in an increased travel via this gateway. Improvements have also been made in the fast mail service from the East.

The Southwestern lines have established a bureau in this city to advertise the advantages of the great Southwest, and have made low rates for home-seekers to push the settlement and development of that section, which will prove advantageous to St. Louis, the great trade center for that section.

The terminal improvements which have been made, and those now under way, should give this city facilities second to none in this country. The completion of belt tracks around St. Louis and East St. Louis by the Terminal Association, will enable them to handle all through freight without bringing it through the Mill Creek Valley. This will take 40% of the business which is now handled through the city and will give additional facilities for handling city freight and the passenger business. The Terminal Association has acquired control of the Wiggins Ferry and Interstate Car Transfer Companies, which, it is claimed, will give improved terminal service by a division of the business and the handling of the fast freight over the bridges and the slow freight on the ferries.

One of the most important improvements by the Terminal Association will be the construction of elevated tracks from the Eads Bridge to the Union Station, permitting the handling of passenger trains to the Union Station without passing through the tunnel. This will remove a long-standing objection the traveling public has had against this gateway. They will also construct a new depot near the foot of Olive street, which will permit passengers on trains from the East to stop down town, and not have to make the trip to the Union Station.

The Taylor City Belt Railway has recently been completed, which connects with and gives the Missouri Pacific and Frisco an entrance into the World's Fair Grounds.

The terminal yards of all lines have been improved and enlarged by the purchase of property for new train yards, which will prevent blockades in the future, and provide for the prompt setting of cars after arrival.

Many new lines have been projected, which will increase the trade of this city, and some are now under construction—the Iowa & St. Louis has 45 miles of its road completed, which will extend 530 miles northwest from this city via Des Moines to Sioux City. The Rock Island has surveyed a route and proposes to build a short line between St. Louis and Chicago.

A new terminal company seeks right of way over about 10 miles of city streets, principally along Main street and Clark avenue, and they propose to build a third bridge and extensive terminals.

All of these improvements speak in no uncertain terms for the future of the trade and commerce of New St. Louis.

# **BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1902.**

## **AND COMPARISON WITH PREVIOUS YEARS.**

**AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT  
ST. LOUIS DURING 1902,  
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.**

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	118,350	1,672,264	2,462,294
"    "    "    By Wagon.....		790,000	890,740
Merchants' Bridge.....	58,608		
The Wiggins Ferry.....	42,089	841,989	1,217,165
"    "    "    By Wagon.....		875,185	
The Carondelet Ferry.....	27,651		721,836
The Interstate Car Transfer.....	15,440		288,561
The Madison County Ferry.....			60,200
<b>Total tons West to East during 1902.....</b>			<b>5,680,756</b>
"    "    "    "    "    1901.....			5,877,208
"    "    "    "    "    1900.....			5,425,044
"    "    "    "    "    1899.....			4,814,186
"    "    "    "    "    1898.....			4,169,809
"    "    "    "    "    1897.....			3,643,187
"    "    "    "    "    1896.....			2,984,450
"    "    "    "    "    1895.....			2,826,077
"    "    "    "    "    1894.....			2,690,322
"    "    "    "    "    1893.....			2,818,689
"    "    "    "    "    1892.....			2,942,326
"    "    "    "    "    1891.....			3,007,850

**FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.**

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	174,209	8,898,905	4,286,905
"    "    "    By Wagon.....		400,000	
Merchants' Bridge.....	58,715		1,202,871
The Wiggins Ferry.....	59,445	1,426,652	1,944,384
"    "    "    By Wagon.....		517,702	
The Carondelet Ferry.....	26,608		787,800
The Interstate Car Transfer.....	24,296		658,649
The Madison County Ferry.....			53,100
The St. Clair Ferry Co.....			20,000
<b>Total Tons East to West during 1902.....</b>			<b>8,948,159</b>
"    "    "    "    "    1901.....			7,933,560
"    "    "    "    "    1900.....			6,415,096
"    "    "    "    "    1899.....			6,659,621
"    "    "    "    "    1898.....			5,984,588
"    "    "    "    "    1897.....			5,448,074
"    "    "    "    "    1896.....			5,096,966
"    "    "    "    "    1895.....			5,627,853
"    "    "    "    "    1894.....			4,878,742
"    "    "    "    "    1893.....			5,291,175
"    "    "    "    "    1892.....			5,359,810
"    "    "    "    "    1891.....			5,820,786
<b>Total both Ways 1902.....</b>			<b>14,578,924</b>
"    "    "    "    "    1901.....			13,810,789
"    "    "    "    "    1900.....			11,840,140
"    "    "    "    "    1899.....			11,478,757
"    "    "    "    "    1898.....			10,144,849
"    "    "    "    "    1897.....			9,089,261
"    "    "    "    "    1896.....			8,081,416
"    "    "    "    "    1895.....			8,452,959
"    "    "    "    "    1894.....			7,563,964
"    "    "    "    "    1893.....			8,109,844
"    "    "    "    "    1892.....			8,333,193
"    "    "    "    "    1891.....			8,636,125

LOCAL AND THROUGH TONNAGE.

	1901.		1902.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local .....	18,082,116	72.82	18,164,895	71.25
Total tons freight received, through .....	4,864,212	27.18	5,812,834	28.74
Tons freight received by rail, local .....	12,569,311	72.19	12,747,975	70.58
Tons freight received by rail, through .....	4,864,212	27.90	5,812,834	29.42
Tons freight, excluding coal, received by rail, local.....	7,970,262	63.60	7,699,417	62.08
Tons freight, excluding coal, received by rail, through.....	4,560,548	36.40	4,718,098	37.97

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1902. Tons.	1901. Tons.	1900. Tons.
Baltimore & Ohio S. W. R. R.....	682,275	606,435	598,987
Chicago, Alton & St. L. " .....	28,542	100,692	86,062
C. C. C. & St. Louis " .....	160,638	258,914	164,047
Vandalia " .....	509,61	421,549	408,512
Illinois Central " .....	1,061,585	922,279	961,854
Wabash " .....	188,198	100,862	195,849
Louisville & Nashville " .....	594,745	554,752	474,176
Southern " .....	646,996	731,223	599,237
Mobile & Ohio " .....	835,884	298,672	265,125
Toledo, St. L. & Western " .....	49,014	40,218	94,787
Chicago, Peoria & St. L. " .....	412,218	406,029	868,706
St. Louis & O'Fallon " .....	66,284	.....	.....
St. Louis Valley " .....	8,490	.....	.....
St. L., Belleville & So. " .....	89,787	37,568	36,884
St. L., Troy & Eastern " .....	755,840	495,053	114,118
St. L., Belleville & Sub. " .....	169,209	1,472	.....
From Ohio River .....	58,500	52,515	.....
Total Tons.....	5,706,794	4,955,228	4,860,899

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1899..... 121,539 tons.	1894..... 186,494 tons.	1899..... 292,118 tons.
1890..... 124,835 "	1895..... 207,784 "	1900..... 180,550 "
1891..... 129,050 "	1896..... 218,955 "	1901..... 200,797 "
1892..... 187,827 "	1897..... 172,983 "	1902..... 69,944 "
1893..... 178,658 "	1898..... 225,606 "	

Receipts of Anthracite Coal in 1899: 261,471 tons local; 80,647 tons through.	
" " " 1900: 159,298 " " 21,842 " "	
" " " 1901: 198,678 " " 7,124 " "	
" " " 1902: 58,849 " " 2,595 " "	

Receipts of Coke, 1900, 158,858 tons.	Receipts of Coke, 1902, 168,600 tons.
" " 1901, 212,608 "	

MONTHLY RECEIPTS OF ANTHRACITE COAL IN 1902.

MONTH.	Local, Tons.	Thro., Tons.	MONTH.	Local, Tons.	Thro., Tons.
January .....	10,451	47	July.....	811	857
February.....	6,734	228	August.....	928	189
March.....	5,988	282	September.....	981	144
April.....	8,810	183	October.....	4,401	816
May.....	9,208	886	November.....	5,144	210
June.....	2,808	125	December.....	2,602	238

## STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH  
RAILROAD AND RIVER, FOR THREE YEARS.

ROUTE.	1902.	1901.	1900.
Chicago & Alton R. R. (Mo. Div.).....	158,049	175,578	108,610
Missouri Pacific R. R.....	1,887,897	1,290,548	1,275,06
St. Louis & San Francisco R. R. ....	611,909	680,084	617,800
Wabash Railway (West).....	606,641	576,287	440,28
St. Louis, Kansas City & Colorado R. R.....	180,786	80,817	28,85
Missouri, Kansas & Texas R. R.....	452,282	862,909	442,44
St. Louis-Southwestern Ry.....	128,288	111,678	.....
St. Louis, Iron Mountain & Southern R. R.....	1,010,149	2,089,912	1,987,08
Illinois Central R. R.....	2,188,099	1,881,506	1,670,88
Louisville & Nashville R. R.....	1,086,965	892,473	900,69
Mobile & Ohio R. R.....	1,236,047	966,186	961,89
Southern R. R. ....	872,929	1,269,535	915,87
Baltimore & Ohio Southwestern R. R.....	1,185,409	1,084,588	996,88
Chicago, Alton & St. Louis R. R. (Main Line)...	594,416	602,027	484,34
Cleveland, Cincinnati, Chicago & St. Louis R. R. ....	688,788	784,021	546,44
Terre Haute & Indianapolis R. R. (Vandalia Line).....	1,080,522	879,470	827,46
Wabash Railroad (East).....	1,086,889	926,815	789,91
Toledo, St. Louis & Western R. R. ....	442,592	347,248	254,44
Chicago, Peoria & St. Louis R. R.....	928,555	911,858	884,45
Chicago, Burlington & Quincy R. R.....	890,505	501,151	469,86
St. Louis, Keokuk & Northwestern R. R.....	989,026	786,678	871,99
St. Louis, Troy & Eastern R. R.....	766,692	440,018	.....
St. Louis, Belleville & Suburban Ry.....	169,209	1,472	114,11
St. Louis & O'Fallon R. R.....	66,568	.....	.....
St. Louis, Belleville & Southern R. R.....	89,787	.....	.....
St. Louis Valley Ry.....	18,212	.....	.....
Upper Mississippi River.....	58,005	68,470	50,07
Lower Mississippi River.....	248,905	283,886	274,44
Illinois River.....	18,526	27,896	20,90
Missouri River.....	6,080	8,860	2,72
Ohio River.....	59,880	57,815	2,70
Cumberland and Tennessee Rivers.....	19,690	21,330	87,87
Upper Mississippi River by Rafts.....	80,875	50,650	72,84
<b>Total in Tons .....</b>	<b>18,477,726</b>	<b>17,896,328</b>	<b>15,887,45</b>
<b>Total by Rail.....</b>	<b>18,060,809</b>	<b>17,483,528</b>	<b>15,375,44</b>
<b>Total by River.....</b>	<b>416,920</b>	<b>462,805</b>	<b>512,01</b>





STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY  
EACH RAILROAD AND RIVER FOR THREE YEARS.

ROUTE.	1902.	1901.	1900.
Chicago & Alton R. R. (Mo. Div.).....	161,166	81,648	78,080
Missouri Pacific R. R.....	1,020,184	900,820	782,979
St. Louis & San Francisco R. R.....	1,095,011	905,877	696,702
Wabash Railway (West) .....	588,355	495,518	461,451
St. Louis, Kansas City & Colorado R. R.....	82,747	89,605	18,877
Missouri, Kansas & Texas R. R.....	869,984	848,085	263,598
St. Louis Southwestern Ry.....	74,199	43,150	.....
St. Louis, Iron Mountain & Southern R. R.....	796,125	1,651,009	1,187,429
Illinois Central R. R.....	776,133	705,244	680,581
Louisville & Nashville R. R.....	442,206	406,224	483,906
Mobile & Ohio R. R.....	548,617	487,405	488,880
Southern R. R.....	872,551	588,408	318,696
Baltimore & Ohio Southwestern R. R.....	889,596	298,071	526,287
Chicago, Alton & St. Louis R. R. (Main Line).....	578,445	484,592	428,656
Cleveland, Cincinnati, Chicago & St. Louis.....	899,674	448,818	447,712
Terre Haute & Indianapolis R. R. (Vandalia).....	427,798	451,180	409,527
Wabash Railway (East).....	908,602	622,226	618,558
Toledo, St. Louis & Western R. R.....	470,136	507,014	310,885
Chicago, Peoria & St. Louis R. R.....	422,080	318,973	372,652
Chicago, Burlington & Quincy R. R.....	550,686	441,778	449,748
St. Louis, Keokuk & Northwestern R. R.....	617,562	488,485	470,118
St. Louis & O'Fallon R. R.....	100	.....	.....
St. Louis Valley Ry.....	8,729	.....	.....
Upper Mississippi River.....	23,130	23,392	36,675
Lower Mississippi River.....	174,517	158,498	187,885
Illinois River.....	10,445	9,090	5,020
Missouri River.....	4,840	7,185	1,225
Ohio River.....	.....	.....	.....
Cumberland and Tennessee Rivers.....	11,384	11,111	15,275
Total in Tons.....	11,259,848	10,862,836	9,425,889
Total by Rail.....	11,085,586	10,658,065	9,180,809
Total by River.....	224,262	209,271	245,580



PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST ST. LOUIS TO NEW YORK, DURING 1902.

DATE.	Meats, Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to December 7th .....	85	20½	41	80
December 8th to December 31st.....	85	28	46	80

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 8 cents lower than New York.  
Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 8 cents lower than New York rates.  
Meats to Boston 8 cents higher, to Philadelphia 2 cents and Baltimore 8 cents lower than New York.

CLASS RATES.

	1	2	3	4	5	6
To New York.....	87	75½	58	40½	25	29
To Boston .....	94	81½	63	44½	28	31
To Philadelphia.....	85	73½	56	38½	23	27
To Baltimore.....	84	72½	55	37½	22	26

Rate on Grain from St. Louis Elevators 1 cent per 100 lbs. more than East St. Louis rates.  
Rates on other heavy freight from St. Louis 1½ to 5 cents per 100 lbs. more than East St. Louis rates.

ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS TO SOUTHERN CITIES DURING 1902.

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel, C. L.....	20	24	24
Pork per barrel, C. L .....	55	82	62
Grain per 100 lbs., any quantity.....	19	26	20
Meat packed, per 100 lbs., C. L.....	18	30	30
Meat loose, per 100 lbs., C. L.....	18	30	30
Hay per 100 lbs., C. L.....	12	20	20

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs.		Per 100 lbs.
1902 .....	20.66 cts.	1899 On Grain.....	26.62 cts.
1901 .....	19.88 "	1891 On Wheat .....	29 "
1900.....	19.88 "	1891 On Corn .....	28½ "
1899 On Grain (except Corn).....	21.96 "	1890 On Wheat .....	27½ "
1899 On Corn.....	20 7-10 "	1890 On Corn.....	23½ "
1898 On Corn.....	20½ "	1889 Except Corn.....	28½ "
1897 On Corn for Export.....	17½ "	1889 On Corn .....	26 "
1897 On Grain.....	23-26 "	1888.....	29½ "
1896.....	23 "	1887.....	32 2-15 "
1895.....	23.57 "	1886.....	29 "
1894.....	24.78 "	1885.....	22 1-7 "
1893 .....	28.50 "	1884.....	26 "

## THE RIVERS.

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River traffic during 1902 was slightly less than for the preceding year, as shown by the following table:

	1900.	1901.	1902.
Tons received by steamboats and barges .....	488,670	412,255	896,045
Tons received by rafts.....	78,840	50,550	80,875
Tons shipped by steamboats and barges.....	245,580	209,271	224,262
Total.....	767,590	672,076	641,182

There was a good stage of water in the lower river during the year, but the traffic was light on through business, there being but a small movement in export grain. Could a good stage of water be depended upon every year, the lower river traffic would be revived, and new boats enter the trade.

The appropriation by the general government of \$650,000 per year for four years for the improvement of the Mississippi between the mouth of the Ohio and the mouth of the Illinois, justifies the belief that a navigable channel of eight feet will be secured for the entire year.

Captain D. M. Connors, makes the following report of the Memphis route:

"The business of the Lee Line Steamers operating between St. Louis and Friar's Point, Miss., showed a marked improvement over the preceding year both in freight and passengers. To this, however, we attribute the unusual good stage of water which was the most favorable for the past ten years, also the good connections made at Memphis with the lower river boats which enabled us to carry freight and passengers to points on the lower river as far south as Vicksburg."

The local packets running to Commerce and intermediate points were actively engaged during the entire season and did a good business.

Mr. Isaac P. Lusk gives the following statement of the business of the upper river:

"The passenger and freight traffic of the Upper Mississippi river has been very satisfactory for the past season. All the local packets running in short trades have done the largest business in their history. There has been an excellent stage of water in the Upper Mississippi except between LaCross, Wis., and the foot of Lake Pepin, and for this stretch of river there was only three feet of water for several weeks, and on which account our steamers were unable to handle any shipments of freight for St. Paul, Minn., or for any point above LaCross, Wis., although considerable business was offered us. This low water spoken of, came early in August and continued through August and part of September, and although our steamers could handle no freight whatever for points above LaCross to St. Paul,

Minn., still they continued to run through to St. Paul until the middle of September, and never missed a trip in getting through to St. Paul; being able, however, to carry only passengers and no freight.

"The passenger business handled by the steamers of the Upper Mississippi river is constantly increasing. There is a certain amount of freight business which can always be augmented when there is a good stage of water, but with the low stage of water experienced almost every year in the Upper Mississippi after the middle of July or first of August, the freight handled by steamers from St. Louis to points, say north of Davenport, Iowa, is insignificant. With proper improvement of the Upper Mississippi river by which a good navigable channel could be maintained of not less than five feet of water during the low water season there would be an immense amount of traffic brought to the river that is now dependent upon the railroads, while local industries would be greatly benefited by the low rates that would prevail.

"The average yearly receipts for the Diamond Jo Line Steamers is made up of more than 75% from the passenger traffic, leaving only about 25% for the freight traffic receipts, and this small percentage is accounted for solely for the reason that the steamers of this line are unable to handle the freight offerings a large part of the time that they are running, on account of the low stage of water. It is only on account of the good passenger business enjoyed for a few summer months that the steamers are enabled to run; otherwise there would not be a through steamer running at any time from St. Louis to St. Paul."

Mr. J. E. Massengale made the following report on the Tennessee river trade:

"In reference to the trade of the Tennessee river valley, our steamers (six in number) that serve St. Louis from that territory, traverse the Tennessee river a distance of 800 miles, between Paducah, Ky., and Florence, Ala., and have had a better business from that section this year than for several years past, particularly in shipments of cotton, peanuts and stock. That territory was favored with very large crops this year, particularly in cotton, corn and peanuts; hence is prosperous, and we have brought and will bring to St. Louis from the present crop, say 10,000 bales of cotton, which is 40% more than the average. Our flour, bacon, groceries and produce from St. Louis have increased possibly 15% to that section, but I regret to say that our dry-goods, boot and shoe trade has not increased; in fact, it shows less this fall than formerly, but as a whole the business has been very satisfactory, and the outlook is not gloomy by any means.

"The business of both the Illinois and Missouri rivers has been fairly satisfactory and up to the average."

# **STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1902.**

## **"DIAMOND JO" LINE.**

Steamer Sidney,	Upper Mississippi River.
" St. Paul,	" "
" Quincy,	" "

## **EAGLE PACKET COMPANY.**

Steamer Spread Eagle,	Upper Mississippi River.
" Bald Eagle,	Illinois River.
" Grey Eagle,	Lower Mississippi River.
" Josie,	" "
" Cape Girardeau,	" "

## **ST. LOUIS & TENNESSEE RIVER PACKET COMPANY.**

Steamer City of Memphis,	Tennessee River.
" City of Clifton,	Tennessee River.

## **LEE LINE.**

Steamer Peters Lee,	Lower Mississippi River.
" Rees Lee,	" "
" Georgia Lee,	" "
" Stackler Lee,	" "

## **ST. LOUIS & MISSISSIPPI VALLEY TRANSPORTATION COMPANY.**

Steamer S. H. H. Clark,	Lower Mississippi River.
" H. M. Hoxie,	" "
" Henry Lourey,	" "

## **STEEL BARGE LINE.**

Steamer J. H. McDougall,	Lower Mississippi River.
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## **INDEPENDENT PACKETS AND TOWBOATS.**

Steamer Chester,	Lower Mississippi River.
" City of Peoria,	Upper " "
" City of St. Louis,	Lower Mississippi River.
" Columbia,	" "
" Jacob Richtman,	Upper Mississippi River.
" J. M. Richtman,	" "
" Polar Wave,	" "
" Jack Frost,	Illinois River,
" Charlotta Boeckeler,	" "
" Saturn,	Upper Mississippi River.
" Satellite,	" "
" Pathfinder,	" "
" W. H. Grapevine,	Lower " "

Steamer Seawing,	Upper Mississippi River.
" Phil Davis,	" " "
" Pearlle Davis,	" " "
" Kit Carson,	Upper Mississippi River.
" Lumberboy,	" " "
" New Haven,	Illinois River.
" John Barrett,	Lower Mississippi River.
" Wash Honshell,	" " "
" Parker,	Upper " "
" Ida Mac,	" " "
" Beaver,	Lower " "
" Eva Alma,	Upper " "
" Belle of Calhoun,	" " "
" Fred Hartney,	Lower " "
" Elenore,	Illinois " "
" Lotus Sims,	Lower " "
" Jessie Bell,	Upper " "
" Edith,	" " "
" John H. Kirby,	Lower " "
" H. F. Frisbie,	" " "
" Russell Lord,	" " "
" Dolphin,	" " "
" Mary M. Michael,	Lower Mississippi River.
" Flying Eagle,	Upper " "
" Little Clyde,	Illinois River.
" Lizzie Gardner,	Upper Mississippi River.
" Polly,	" " "
" Fritz,	Ohio River.
" T. H. Davis,	Lower Mississippi River.
" India Givens,	Upper " "
" City of St. Sheffield,	" " "
" Megiddo,	" " "
" Herman Paepcke,	Ohio River.
" Kennedy,	Lower Mississippi River.
" Julia,	Upper " "
" Clymax,	" " "
" Mascot,	" " "
" Tenbroeck,	" " "
" Woodruff,	" " "
" Eagle,	Lower " "
" Wanderer,	Upper " "
" Vera,	Illinois River.
" Bart. E. Linehan,	Upper Mississippi River.
" City of St. Joseph,	Missouri River.

## PLEASURE BOATS.

Steamer Annie Russell,	Steamer Hill City,
" Lulu G,	" Lotus,
" Undine,	" La Tosca,
" Henrietta,	" Midia,
" Glad Tidings,	" Midway,
" Gazel,	" City of Providence.

## UNITED STATES BOATS.

Steamer Sachem,	Steamer Lily,
" Choctaw,	" General Barnard,
" Wynoka,	" John N. Macomb,
" Nakomis,	" Mississippi,
" Leota,	" Vixen,
" General Gilmore,	" A. L. Abbott,
" Search,	" General Casey,
" General John Newton,	" C. R. Suter,
" Minnetonka,	" Titan,
" H. G. Wright,	" Colonel Patterson,
" Colonel A. W. Mackenzie,	" A. J. Whitney,
" C. W. Howell,	" T. B. Florence,
" No. 9.	" Patrol.

## DEPTH OF CHANNEL SOUTHWARD IN 1902.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Mississippi and Ohio River Pilots' Society, was as follows:

## ST. LOUIS TO CAIRO.

January 5 to 12..... 6½ ft.	August 10 to 20..... 8 ft.
" 15 to 28..... 6½ "	" 20 to 31..... 10½ "
February, froze up, no boats, no soundings.	September 1 to 10..... 12 "
March 1 to 15..... 15 "	" 10 to 20..... 7 "
" 15 to 30..... 12 1-6 "	" 20 to 30..... 7½ "
April 2 to 15..... 12½ "	October, no reports from pilots stage of water, 12 to 18 ft. on St. Louis gauge, which indicates 12 feet at shoalest place hence to Cairo.
" 15 to 22..... 11½ "	November 8 to 15..... 8 ft.
" 22 to 30..... 10½ "	" 15 to 20..... 9 "
May, whole month..... 13 "	" 20 to 30..... 8½ "
June 1 to 18..... 14 "	December 1 to 12..... 10 "
" 18 to 30..... 16½ "	" 12 to 22..... 11 "
July, no soundings, throughout month..... 12 to 15 "	" 25 to 31..... 8½ "
August 1 to 10..... 8½ "	

## CAIRO TO NEW ORLEANS.

January, no boats, no soundings.	August, no boats till 17th.
February, no boats, no soundings.	" 17 to 20..... 18½ ft.
March, no boats, no soundings.	" 20 to 25..... 12 "
Throughout all three months there was good stage, 9 to 12 ft. on all shoal places.	" 25 to 31..... 9½ "
April 1 to 15..... 19½ ft.	September 4 to 10..... 8 "
" 17 to 30..... 18½ "	" 10 to 30..... 9 "
May 5 to 12..... 17½ "	October 1 to 10..... 10½ "
" 15 to 23..... 17½ "	" 10 to 30..... 12 "
June, average depth for month.. 19 2-5 "	November 1 to 15..... 8 "
July, no through boats out of St. Louis, no soundings; shoalest water hence to New Orleans..... 9 ft.	" 18 to 30..... 8½ "
	December 10 to 18..... 20 "
	" 18 to 25..... 21 "
	" 25 to 30..... 19½ "

The city directrix is 33.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1826, and is 412.71 feet above mean Gulf level.

For the past thirty-five seasons navigation southward has been suspended by ice as follows:

Inter 1865-66, from December 15th to January 19th.....	37 days.
" 1866-67, " December 26th to February 3d.....	39 "
" 1867-68, " January 8th to February 18th.....	40 "
" 1868-69, open all winter.	
" 1869-70, from December 31st to December 28th.....	7 "
" 1870-71, " December 31st to January 23d.....	23 "
" 1871-72, " December 1st to 18th, and from January 28th to Feb. 24th....	43 "
" 1872-73, from November 29th to January 20th.....	51 "
" 1873-74, open all winter.	
" 1874-75, from December 20th to February 27th.....	68 "
" 1875-76, open all winter.	
" 1876-77, from December 8th to February 5th.....	58 "
" 1877-78, open all winter.	
" 1878-79, from December 16th to January 29th and February 14th to 17th....	46 "
" 1879-80, from December 17th to December 31st inclusive.....	15 "
" 1880-81, from Nov. 18 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to Feb. 18.....	78 "
" 1881-82, open all winter.	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	59 "
" 1883-84, from Dec. 18 to Feb. 5.....	48 "
" 1884-85, from Dec. 19th to 30th, and 35 days in January and February....	47 "
" 1885-86, from Dec. 10 to Dec. 28, and from Jan. 7th to Feb. 18th.....	55 "
" 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27.....	49 "
" 1887-88, from Dec. 19 to Jan. 31.....	43 "
" 1888-89, open all winter.	
" 1889-90, open all winter.	
" 1890-91, open all winter.	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 20th to Feb. 15.....	57 "
" 1893-94, open all winter.	
" 1894-95, from January 1st to March 1st.....	59 "
" 1895-96, open all winter.	
" 1896-97, open all winter.	
" 1897-98, open all winter, but some ice running.	
" 1898-99, from Dec. 7th to 22nd, Jan. 1st to 10th, Jan. 30th to March 1st, 54 "	
" 1899-1900, from Dec. 30th to Jan. 15th and 24 days between January 28th and March 4th..	87 "
" 1900-1901, during February.....	28 "
" 1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to Feb. 28th..	55 "
" 1902-1903, from December 27th to	

### STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1902:

		No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Enrolled	Wood Steamers.....	81	25,620	24,121
"	Iron and Steel Steamers...	8	2,989	2,825
"	Barges (wood).....	45	86,781	86,692
"	Barges (steel).....	2	2,824	2,824
"	Steam Yachts (wood).....	2	112	63
"	Steam Yachts (steel).....	2	177	128
"	Sailing Yachts (wood).....	1	80	26
"	Sailing Yachts (steel).....	1	63	63
Temporary	Steamers (steel).....	1	1,079	1,079
Licensed Steamers	(wood).....	13	154	119
"	(steel).....	1	26	18
"	Barges.....	1	15	15
"	Sailing Yachts.....	1	9	8
"	Steam Yachts (wood).....	8	83	29
Total.....		163	69,401	65,908

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1876..	May 10 and 11.....	32 ft.- 5 in.	1876..	February 7 .....	5 feet.
1877..	June 14 .....	26 ft - 6 in.	1877..	October 4.....	6 ft.-10 in.
1878..	June 15 .....	25 ft.- 8 in.	1878..	December 27 .....	5 ft.-11 in.
1879..	July 8.....	21 ft.- 2 in.	1879..	December 26 .....	3 ft.- 6 in.
1880..	July 10, 11 and 12.....	25 ft.- 5 in.	1880..	November 29.....	2 ft.-10 in.
1881..	May 5.....	33 ft.- 7 in.	1881..	February 4, 5 and 6 ....	7 ft.- 7 in.
1882..	July 5.....	32 ft.- 4 in.	1882..	December 18 .....	2 ft.-10 in.
1883..	June 25 .....	34 ft.- 8 in.	1883..	January 12 .....	4 ft.- 5 in.
1884..	April 9.....	28 ft.- 2 in.	1884..	January 4 .....	3 ft.- 4 in.
1885..	June 17 .....	27 feet.	1885..	December 16 and 17....	2 ft.- 1 in.
1886..	May 13 .....	27 feet.	1886..	December 4 and 5.....	0 ft.- 0 in.
1887..	April 3 .....	20.5 feet.	1887..	December 26 and 27....	0.8 feet.
1888..	June 3 and 4.....	29.3 feet.	1888..	January 1 .....	3.5 feet.
1889..	June 1 .....	24.4 feet.	1889..	February 27 .....	2.7 feet.
1890..	June 30.....	20.7 feet	1890..	December 30 and 31....	2.8 feet.
1891..	July 4 .....	23.7 feet.	1891..	December 6 .....	2.3 feet.
1892..	May 19 .....	36.0 feet.	1892..	December 27 .....	0.2 feet.
1893..	May 3.....	31.5 feet.	1893..	December 9.....	0.0 feet.
1894..	May 12 .....	23.3 feet.	1894..	February 8.....	0.2 feet.
1895..	December 22.....	23.3 feet.	1895..	January 2.....	-0.5 feet.
1896..	May 26.....	27.7 feet.	1896..	December 11.....	3.8 feet.
1897..	May 2.....	31.0 feet.	1897..	December 24.....	0.4 feet.
1898..	May 23.....	27.2 feet.	1898..	December 11.....	0.3 feet.
1899..	April 27.....	25.6 feet.	1899..	February 1.....	0.7 feet.
1900..	March 16.....	23 ft. - 4 in.	1900..	January 2.....	2 ft.- 6 in.
1901..	April 18 and 19.....	22.4 feet.	1901..	December 19.....	-1.3 feet.
1902..	July 26 .....	26.9 feet.	1902..	January 30 .....	-1.2 feet.

(-) Indicates below zero of gauge.

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1902.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1902, as determined from the records of the United States Weather Bureau.

MONTH.	Highest.	Date.	Lowest.	Date.
	ft. 10ths.		ft. 10ths.	
January .....	9 5	7	-1 2	30
February .....	5 1	27	0 2	1
March .....	13 4	17	3 8	1
April.....	12 4	8	6 7	28
May.....	18 2	30	7 6	9
June.....	21 2	30	17 4	2
July.....	26 9	26	21 2	11
August.....	22 7	1	14 8	18
September.....	20 2	1	7 5	24
October.....	20 8	9	11 6	31
November.....	14 8	30	9 4	5
December.....	14 7	1	8 8	17-18

Highest stage during the year..... 26.9 feet, on July 26th.  
Lowest stage during the year..... -1.2 " on January 30th.  
Absolute range..... 28.1 "  
Greatest monthly range..... 12.7 " in September.  
Least monthly range..... 3.8 " in June.  
Mean range..... 7.7 "

(-) Indicates stage below zero gauge.



## RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1902.

FROM U. S. WEATHER BUREAU RECORDS.

1902.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	6.6	-0.2	8.6	8.4	8.0	17.5	22.8	22.7	20.2	18.7	11.0	14.8
2.....	6.3	-0.1	4.5	10.9	7.8	17.4	26.6	21.9	19.6	16.4	10.5	14.8
3.....	4.8	0.2	8.9	11.8	10.0	18.6	24.2	21.0	19.4	18.4	10.0	14.8
4.....	4.6	2.1	5.9	11.8	11.8	19.6	24.4	20.2	19.6	17.4	9.5	12.1
5.....	7.1	Frozen	6.1	11.0	10.6	19.4	24.0	19.8	20.0	18.0	9.4	12.1
6.....	8.9	"	5.7	11.0	9.7	19.1	28.1	19.4	19.6	18.8	9.6	14.8
7.....	9.5	"	5.7	12.8	9.6	18.8	22.8	19.2	18.8	19.0	10.5	14.8
8.....	8.9	"	6.5	12.4	7.9	18.0	21.9	19.0	17.8	20.1	10.6	14.8
9.....	7.8	"	7.8	11.5	7.6	17.5	22.0	18.6	16.6	20.8	11.9	14.8
10.....	5.7	"	8.7	10.8	8.1	18.0	21.6	18.2	15.7	26.6	12.1	14.8
11.....	2.8	"	8.8	10.4	9.1	18.7	21.2	17.6	15.0	19.8	12.4	14.8
12.....	2.0	"	8.7	10.1	10.7	19.7	21.8	17.0	14.6	18.6	12.0	14.8
13.....	1.7	"	9.4	9.6	11.4	19.6	22.8	18.8	18.9	18.3	11.4	14.8
14.....	1.2	"	11.0	9.3	11.9	19.9	26.7	18.7	18.1	17.2	10.7	14.8
15.....	0.8	"	11.6	9.1	11.8	20.9	24.6	16.1	12.8	18.4	10.4	14.8
16.....	1.1	"	12.9	8.8	11.7	20.9	25.2	16.8	11.6	15.6	10.4	14.8
17.....	1.5	"	13.4	8.5	11.6	20.5	25.2	14.9	10.8	15.4	10.9	14.8
18.....	1.4	"	18.0	8.2	11.5	20.2	26.0	14.8	10.4	15.4	10.4	14.8
19.....	1.4	"	12.5	8.4	11.7	19.9	26.8	15.2	9.8	15.6	11.5	14.8
20.....	1.7	"	11.6	8.8	12.5	19.7	26.8	15.6	9.2	18.0	12.2	14.8
21.....	1.7	"	10.5	8.6	12.1	19.2	26.1	15.8	8.6	18.1	13.7	14.8
22.....	1.8	"	9.8	7.3	11.8	18.7	25.6	16.9	6.1	16.8	14.0	14.8
23.....	1.7	"	9.8	7.7	11.6	18.5	26.8	18.8	7.9	17.1	13.8	14.8
24.....	1.6	"	8.9	9.0	12.0	18.5	26.7	18.4	7.5	17.0	13.5	14.8
25.....	1.6	"	8.5	8.8	12.7	18.8	26.6	18.8	6.2	16.9	13.2	14.8
26.....	1.8	Frozen	7.9	8.8	13.5	18.8	26.9	18.4	11.4	16.6	13.8	14.8
27.....	1.0	5.1	7.9	7.4	14.6	18.8	26.7	18.6	18.0	15.7	13.5	14.8
28.....	0.0	3.1	8.1	6.7	16.2	18.2	26.0	19.5	14.0	14.4	13.7	14.8
29.....	-1.0	.....	8.1	7.8	18.0	20.9	25.2	20.0	15.2	13.1	14.1	14.8
30.....	-1.2	.....	8.1	7.8	18.2	21.2	24.8	20.5	16.5	12.2	14.6	14.8
31.....	-0.7	.....	8.2	.....	17.4	.....	23.5	20.4	.....	11.6	.....	14.8
Sum.....	93.4	.....	266.8	280.5	881.8	575.8	756.9	566.0	418.2	519.5	856.8	87.1
Means.....	3.0	.....	8.6	9.4	11.7	19.2	24.4	18.3	18.9	18.1	11.8	2.8

(-) Minus sign indicates stage below zero of gauge.

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1902.

ARRIVALS.

1902.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Mis- sourl.	Ohio.	Cumb & Tenn.	Total Stmr's	Barg's & Sc's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Missi'p.
January .....	.....	8	.....	.....	.....	.....	8	2	440	.....
February .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March .....	19	51	10	2	4	4	90	81	18,680	660
April .....	48	73	10	5	1	6	143	58	46,070	2,040
May .....	59	97	9	5	2	7	179	107	72,290	6,725
June .....	62	75	10	5	.....	6	158	88	85,555	5,190
July .....	57	110	13	12	.....	7	198	54	61,740	4,625
August .....	69	86	12	8	.....	6	181	44	54,925	2,780
September .....	66	74	13	7	.....	4	164	28	27,495	3,610
October .....	52	75	16	7	.....	8	158	85	82,645	4,825
November .....	44	61	10	7	.....	4	126	87	23,040	420
December .....	18	40	5	4	.....	8	70	17	13,295	.....
Total .....	494	745	107	62	7	50	1,465	451	386,045	30,875

DEPARTURES.

1902.	Upp'r Miss.	Low'r Miss.	Illin- ois.	Mis- sourl.	Tenn.	Ohio	White, Red & O'ch's.	Total Dep's	Tons Ship'd
January .....	.....	4	.....	.....	1	.....	.....	5	865
February .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March .....	21	44	18	2	8	.....	.....	88	15,940
April .....	54	74	8	5	8	.....	.....	149	20,915
May .....	61	94	12	5	6	.....	.....	178	25,968
June .....	59	65	10	4	7	.....	.....	145	14,055
July .....	60	108	14	18	6	.....	.....	196	16,460
August .....	70	89	10	8	7	.....	.....	184	37,825
September .....	62	75	10	6	4	.....	.....	157	19,911
October .....	54	80	10	8	8	.....	.....	155	33,212
November .....	38	67	10	5	7	.....	.....	127	23,069
December .....	16	41	2	.....	10	.....	.....	69	23,533
Total .....	496	786	99	42	62	.....	.....	1,448	224,262

ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumb'r & L'gs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1902. ....	1465	451	386,045	30,875	1902. ....	1448	224,262
1901. ....	1541	592	412,255	50,550	1901. ....	1519	209,271
1900. ....	1622	595	438,670	73,840	1900. ....	1605	245,580
1899. ....	1570	680	394,650	71,960	1899. ....	1582	208,205
1898. ....	1580	792	449,525	57,060	1898. ....	1514	399,583
1897. ....	1692	927	507,105	69,565	1897. ....	1576	469,366
1896. ....	2065	1425	587,755	84,010	1896. ....	1945	572,410
1895. ....	2007	1126	410,145	98,685	1895. ....	1904	303,355
1894. ....	2061	1245	455,175	128,855	1894. ....	1998	363,060
1893. ....	2087	1003	472,895	126,510	1893. ....	2009	436,900
1892. ....	2053	1090	556,980	130,220	1892. ....	2013	502,215
1891. ....	1881	1019	450,050	142,090	1891. ....	1845	512,930
1890. ....	1927	1274	530,790	132,940	1890. ....	1910	617,965
1889. ....	2135	1474	543,990	127,695	1889. ....	2211	712,700
1888. ....	2079	1244	537,953	130,855	1888. ....	2076	510,115
1887. ....	2361	1272	652,830	213,165	1887. ....	2228	687,060
1886. ....	2067	1269	570,205	200,785	1886. ....	2102	561,895
1885. ....	1878	1030	479,065	217,860	1885. ....	1828	534,175
1884. ....	2043	999	520,350	240,330	1884. ....	2018	514,910
1883. ....	2240	1185	629,225	231,285	1883. ....	2140	677,840

# TRADE AND COMMERCE OF

## 8 BY SOUTHERN BOATS DURING 1902.

CLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
.....	18	442	10
.....	170	40,800	1,03
.....	75	2,870	91
.....	.....	48	.....
.....	2,800	646,690	29,50
.....	.....	8,760	73
.....	17,231	6,935	63
.....	1	1,433	1
.....	8,973	23,650	5,54
.....	236,400	.....	.....
.....	6,775	18,675	8,71
.....	.....	.....	.....
ms.....	.....	.....	.....
.....	25,819	32,023	11,23
.....	66	8,390	27
end.....	98	2,138	14
.....	.....	17	.....
bls.....	8,802	1,700	1
.....	102	179	.....
.....	1,200	516,115	48,45
.....	68,595	2,121,025	445,65
.....	26,235	477,180	62,86
.....	.....	599	.....
.....	12,280	43,320	2,84
.....	28,400	.....	.....
.....	.....	1,295	2
.....	.....	6,720	1,35
.....	.....	571	11
.....	23,212	.....	.....
.....	.....	407	.....
.....	.....	700	.....
.....	.....	5	.....
.....	.....	10,030	19,94
.....	.....	249	.....
.....	2,308,714	.....	.....
.....	52	2,038	2
.....	21,365	238,000	6,75
Plgs.....	36,768	846,142	148,53
.....	86,362	88,250	11,01

SHIPMENTS BY BARGE LINES TO NEW ORLEANS DURING 1902.

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**RIVER ACCIDENTS, 1902.**

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- MARCH 12.** Steamer Providence was wrecked in a storm on the Lower Mississippi river. Twenty lives were lost. The boat and cargo were valued at \$10,000.
- APRIL 21.** Steamer City of Pittsburg was destroyed by fire in the Ohio river. Fifty lives were lost. The boat and cargo were valued at \$80,000.
- APRIL 25.** Steamer Sunrise was destroyed by fire at New Orleans. The boat was valued at \$25,000.
- MAY 5.** Steamer Kanawha struck rocks in the Ohio river and sank. The boat and cargo valued at \$80,000 will prove a total loss.
- MAY 22.** Steamer John K. Speed was destroyed by fire at New Orleans. Boat and cargo valued at \$75,000.
- JUNE 12.** Steamer Ravenna was wrecked by the high winds in the Upper Mississippi river. Four of her crew were drowned. The boat was valued at \$15,000.
- JULY 5.** Steamer New Haven sank in the Wabash river. Loss \$5,000.
- OCTOBER 19.** Steamer Fred. Nellis exploded her boilers, killing two of her crew. The accident occurred while near Memphis.
- OCTOBER 20.** Steamer City of Sheffield was destroyed by fire near Grant Tower. Loss \$20,000.
- DECEMBER 12.** Flood water in the Ohio river wrecked fifty coal barges. The loss is estimated at \$80,000.

**FREIGHT RATES TO NEW ORLEANS BY BARGES DURING  
1898, 1899, 1900, 1901 AND 1902.**

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1898.....	20	10	10	12½
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15
1902.....	20	10	10	15

**MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES  
FROM ST. LOUIS TO NEW ORLEANS FOR SIX YEARS.  
WHEAT AND CORN, PER BUSHEL.**

MONTH.	1897.	1898.	1899.	1900.	1901.	1902.
	Ots.	Ots.	Ots.	Ots.	Ots.	Ots.
January.....	5	4	4	4	4	0
February.....	5	4	4	4	4	0
March.....	4	4	4	4	4	3½
April.....	4	4	4	4	4	3½
May.....	4	4	4	4	4	3½
June.....	4	4	4	4	4	3½
July.....	4	4	4	4	4	3½
August.....	4½	4	4	4	4	4
September.....	5	4	4	4	4	4½
October.....	*	4	4	4	4	5
November.....	*	4	4	4	4	5
December.....	*	4	4½	4	4	5½

Wheat, ¼ to ½ cent per bushel more than Corn.

F. O. B. New Orleans.

During September, October and November, 1894, and October and November, 1895, navigation by barges was suspended on account of extreme low water, also during October, November and December, 1897, and 14 days in December, 1898, and 10 days in January, 1899, and closed again January 30th till March 1st, closed from December 30th, 1899, to January 13th, 1900, and 24 days between January 29th and March 4th, 1900; 1901, during February; 1901-1902, December 15th to January 15th; 1902-1903, from December 27th to

**AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM  
ST. LOUIS TO NEW ORLEANS.**

YEAR.	In Sacks by Steamboat.	Wheat in Bulk by Barges.
	Cents per 100 lbs.	Cents per bushel.
1902.....	10	4.20 F.O.B., N. O.
1901.....	10	4.25
1900.....	10	4.25
1899.....	10	4.50
1898.....	10	4.50
1897.....	15	4.98
1896.....	14.55	5
1895.....	12.50	5.95
1894.....	17.14	5.89
1893.....	17.54	6.55
1892.....	16.87	6.50
1891.....	16.28	6.88

**RATES ON FREIGHT TO MEMPHIS AND VICKSBURG  
DURING 1902.**

	Meat, per 100 lbs.	Grain, per 100 lbs.	Flour, per bbl.	Meal, in Sacks, per 100 lbs.	Hay, per 100 lbs.
To Memphis ....	10	10	20	12½	12½
To Vicksburg...	20	15	30	17½	20

**HARBOR AND WHARF COMMISSIONER'S REPORT.**

**STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS**

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows :

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1902 .....	128,861,712	18,434,269	5,864,042	17,998,531
1901 .....	179,201,418	102,859,069	25,929,048	19,852,880
1900 .....	99,079,153	190,886,489	32,160,642	18,632,509
1899 .....	109,635,161	206,135,233	41,085,052	18,717,161
1898 .....	148,053,394	205,394,289	49,863,912	16,515,406

Shipments from Galveston and New Orleans for the past five years compare as follows :

	WHEAT—Bu.		CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1902 .....	15,643,745	11,081,326	2,454,128	963,205
1901 .....	24,410,979	15,714,465	12,832,139	.....
1900 .....	8,059,677	11,188,056	23,408,453	8,073,525
1899 .....	11,562,812	15,713,400	21,939,586	7,049,697
1898 .....	12,795,543	11,288,278	20,735,569	5,565,600

Exports of grain from St. Louis were 5,981,577 bushels wheat, 2,079,972 bushels corn, 235,942 bushels oats and 258,800 bushels rye, of which 2,308,704 bushels wheat and 226,400 corn went by river via New Orleans, the balance going by rail to Atlantic and Gulf Ports. All of the wheat by rail went to the Seaboard for export, destination not given. Of the corn 259,912 bushels went to Cuba.

Exports of flour were 905,205 bbls. against 1,189,321 bbls. the previous year. Cuba took 171,479 bbls., Central America 11,165 bbls., South America 8,145 bbls., and Porto Rico 8,700 bbls., while the larger part went to European countries, as will be seen by reference to the table of exports on next page.

All export flour is shipped in sacks and is reduced to barrels for convenience of comparison.

SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS FOR FOURTEEN YEARS.

Year.	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
1902 .....	2,308,714	226,400	28,212	28,409	2,591,735
1901 .....	1,828,244	585,705	.....	.....	2,413,949
1900 .....	169,241	2,871,870	.....	278,049	3,119,160
1899 .....	234,720	1,748,517	.....	249,998	2,233,235
1898 .....	2,747,994	3,006,488	212,720	633,505	6,600,707
1897 .....	1,191,032	3,827,963	190,968	265,879	5,475,842
1896 .....	1,732,563	3,353,037	.....	436,558	10,527,206
1895 .....	483,614	1,251,803	.....	.....	1,690,417
1894 .....	1,042,193	1,263,810	.....	40,000	2,345,503
1893 .....	3,710,360	3,343,803	.....	75,430	7,079,593
1892 .....	5,149,708	3,223,645	.....	36,587	8,414,940
1891 .....	6,940,215	1,482,731	45,600	.....	8,468,546
1890 .....	1,409,440	3,717,849	.....	89,980	10,217,244
1889 .....	1,651,950	12,398,955	17,432	89,707	14,158,046
1888 .....	1,247,952	5,844,042	.....	160,584	7,252,578



**FOREIGN SHIPMENTS OF FLOUR AND GRAIN**  
**ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROAD**  
**AND RIVER**  
**FOR THE YEAR 1902.**

DESTINATION.	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bush.
To England .....	211,027				
" Germany .....	81,762				
" Switzerland .....	330				
" Scotland .....	159,593				
" Ireland .....	46,218				
" Turkey .....	1,430				
" Denmark .....	7,521				
" Norway .....	21,575				
" Holland .....	95,663				
" Belgium .....	29,059				
" Egypt .....	540				
" Spain .....	400				
" Sweden ..	4,102				
" Finland ..	15,411				
" Newfoundland .....	6,481				
" Canada .....	2,787				
" Cuba .....	171,479		259,912	106,338	
" Central America .....	11,165				
" West Indies .....	875				
" South America .....	8,145				
" South Africa .....	1,618				
" Porto Rico .....	8,700				
" Seaboard for Export .....	69,848	8,672,868	1,563,660	101,250	230,5
Total for Export by Rail .....	905,205	8,672,868	1,653,572	117,250	230,5
Total for Export by River .....		2,808,714	228,400	22,400	28,2
Totals .....	905,205	5,981,577	2,079,972	235,942	258,9

**EXPORTS OF WHEAT FROM THE UNITED STATES.**

As reported by the Bureau of Statistics, Washington.

FROM	1899.	1890.	1901.	1902.
	Bushels.	Bushels.	Bushels.	Bushels.

**EXPORTS OF CORN FROM THE UNITED STATES.****EXPORTS OF OATS FROM THE UNITED STATES.**



# AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1881	20	6	32	.....	.....
1882	20	6 5-12	29½	22 2-8	23½
1883	17¾	5½	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21½
1885	15	6 2-5	22 1-7	15 1-9	20½
1886	16	6½	29	16 1-6	24
1887	18½	6	32 2-15	15	24½
1888	15	6½	29½	15 1-6	23.95
1889	17.93	5.95	23½	17 1-8	24.97
1890	15.66	6.58	27½	14 1-8	21.48
1891	16.28	6.87½	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.78	11.69	18.71
1895	13.00	5.95	23.57	12 1-8	18.33
1896	14.54	5.00	23.00	13.50	19.67½
1897	10.88	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.38	14.64	18.41
1901	10.00	*4.25	19.33	9.43	14.03
1902	10.00	*4.20	20.66	8.53	15.33

\*F. O. B. New Orleans.

## COTTON.

ST. LOUIS, September 1st, 1902.

The cotton crop of the United States, for the cotton year just closed, was 10,680,680 standard bales, as against 10,883,422 for the previous year.

The amount handled at and through St. Louis was less than in 1900-01, but a fair average of preceding years. The gross receipts were 841,258 bales, and the net receipts 221,680 bales. The amount of round half bales concentrated at this point was 182,154, which are included in the receipts as 91,577 standard bales. While the amount of local receipts amounted to only 221,680 bales, there was a much larger amount handled by St. Louis factors, the samples being exhibited and sales made here, while the cotton was shipped direct from the country presses through some northern gateway, or via the gulf ports.

The average weight of St. Louis standard bales was 510 pounds, and the average value per bale \$43.10. Arkansas contributed 422,070 bales, Texas followed next with 165,783 and Oklahoma 53,330. The amount exported was 264,376 bales, of which more than one-half went to England.

Values for middlings ranged from  $7\frac{3}{4}$ @8 9-16 in January to  $8\frac{1}{2}$ @8 13-16 in December; the lowest quotation being  $7\frac{3}{8}$  in April, and the highest  $9\frac{1}{2}$  in August and September. Stocks in warehouse at the close of the year were 11,715 standard bales, against 34,378 at the close of the previous year.

Mr. Henry G. Hester, Secretary, New Orleans Cotton Exchange, makes the following statement as to value of this year's, as compared with previous crops:

"On the basis of middling, which represents the average of the crop, a fair average of price for the United States is 8 6-100 cents per pound, comparing with 9 33-100 cents per pound for last year, 7 65-100 cents for the year before and 4 88-100 cents for 1898-99, the highest price touched during the season having been  $9\frac{3}{4}$  and the lowest  $7\frac{1}{4}$ .

"The average commercial value per bale of the crop is \$41.01, against \$47.63 last year, \$38.55 the year before, and \$25.08 in 1898-99. The total value of the crop compared with the previous five years is as follows:

## VALUE OF COMMERCIAL CROP.

	Bales.	Values.
1901-1902.....	10,680,680	\$438,014,687
1900-1901.....	10,883,422	494,567,549
1899-1900.....	9,436,416	368,784,820
1898-1899.....	11,274,840	282,722,987
1897-1898.....	11,199,994	320,552,606
1896-1897.....	8,757,964	321,924,834

"This shows that while the crop was in excess of last year by 297,258 bales, the money value thereof was \$56,552,862 less.

"When it is considered that the combined values of the past three crops resulted in payment to farmers, common carriers, merchants and other handlers of nearly \$1,300,000,000, their importance as the great factor in the prosperity of the South may be fully appreciated."

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1901-1902.....	841,258	619,578	221,680
1900-1901.....	973,497	733,869	239,628
1899-1900.....	802,769	648,695	154,074
1898-99.....	989,959	814,330	175,629
1897-98.....	899,229	771,712	127,517
1896-97.....	570,413	455,516	114,897
1895-96.....	565,683	474,796	90,887
1894-95.....	926,285	781,694	144,591
1893-94.....	635,421	462,082	163,339
1892-93.....	474,024	301,186	172,838
1891-92.....	723,628	425,737	297,891
1890-91.....	706,469	400,454	306,015
1889-90.....	538,910	311,823	227,087
1888-89.....	584,572	323,619	260,953

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1901-1902.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1901.....	14,987	14,866	29,853	16,897
October.....	85,660	77,817	163,477	120,268
November.....	98,500	127,303	225,803	186,730
December.....	51,917	96,296	148,213	142,449
January, 1902.....	33,248	107,630	140,878	188,578
February.....	16,048	70,425	86,473	80,640
March.....	8,624	64,111	72,735	91,594
April.....	2,459	26,794	29,253	42,831
May.....	791	15,440	16,231	28,511
June.....	427	9,169	9,596	15,972
July.....	198	4,417	4,610	8,927
August.....	403	5,810	6,213	10,657
Total bales.....	813,257	619,578	932,835	883,554
Deduct for $\frac{1}{2}$ round bales.....	91,577	.....	91,577	91,577
Net total, standard bales.....	221,680	619,578	841,258	791,977

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1901-02.	1900-01.	1899-1900.
St. Louis, Iron Mountain & Southern R. R.....	490,151	465,624	398,589
Missouri Pacific R. R. ....	741	.....	1,682
Mobile & Ohio R. R.....	65,390	58,876	103,564
St. Louis & San Francisco R. R.....	157,997	118,102	112,972
St. Louis & Southwestern R. R.....	45,942	71,403	79,294
Illinois Central R. R.....	9,658	63,254	40,522
Missouri, Kansas & Texas R. R.....	149,704	309,632	127,949
Chicago & Alton R. R. ) West).....	.....	.....	.....
Wabash R. R. (West).....	.....	68	437
Keokuk & Northwestern R. R. and C. B. & Q. R. R.....	1,326	16,598	1,699
Louisville & Nashville R. R.....	7,187	5,261	6,421
Lower Mississippi River Boats.....	4,039	3,491	6,923
Cumberland and Tennessee River Boats.....	670	1,216	250
Total Bales.....	932,835	1,113,525	880,251
Deduct for light bales.....	91,577	140,028	77,482
Net total.....	841,258	973,497	802,769

# STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

	1901-02 Bales.	1900-01. Bales.	1899-1900. Bales.	1898-99. Bales.
From Arkansas.....	422,070	402,831	350,972	467,687
" Texas.....	165,788	338,940	185,961	282,478
" Missouri.....	19,779	16,034	11,960	20,112
" Tennessee.....	41,758	60,657	72,549	92,021
" Mississippi.....	60,232	68,010	99,914	86,772
" Indian Territory.....	118,188	95,572	48,241	59,869
" Alabama.....	5,228	11,576	16,785	20,630
" Kentucky.....	39	37	518	52
" Louisiana.....	48,441	41,366	68,741	27,053
" Kansas.....	2	149	264	1
" Oklahoma.....	68,880	85,968	22,228	20,269
Total Receipts.....	982,835	1,118,525	880,251	1,028,873
Deduct for half round bales.....	91,557	140,028	77,482	88,414
Net receipts.....	841,288	978,497	802,769	940,459

## DIRECTION OF SHIPMENTS.

	1901-02. Bales.	1900-01. Bales.	1899-1900. Bales.
For Export to England.....	185,434	190,807	108,434
" Germany.....	87,881	102,205	86,421
" France.....	2,841	8,509	10,544
" Belgium.....	800	4,542	1,826
" Holland.....	.....	115	2,521
" Sweden.....	.....	800	47
" Austria.....	.....	2,086	8,477
" Russia.....	.....	102	2,074
" Italy.....	18,170	42,819	88,142
" India.....	.....	100	.....
" Norway.....	.....	.....	50
" Nova Scotia.....	100	259	828
" Canada.....	28,949	81,876	20,190
" Switzerland.....	.....	286	274
" Spain.....	.....	876	2,752
" Seaboard.....	4,722	1,728	.....
" Japan.....	88,110	7,677	1,476
" China.....	287	.....	.....
" Scotland.....	200	.....	.....
" Saxony.....	2,562	.....	.....
Total Bales exported.....	264,876	890,046	238,058
Shipped to points in United States.....	619,178	642,352	679,097
Total Shipments Bales.....	888,554	1,031,398	917,090
Deduct for half round bales.....	91,577	140,928	77,482
Net shipments standard bales.....	791,977	891,870	839,608

## SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

**SHIPMENTS TO UNITED STATES PORTS AS REPORTED  
BY ST. LOUIS COTTON EXCHANGE.**

	Bales.		Bales.
To Boston.....	101,585	To Newport News.....	14,742
" Providence.....	2,507	" Norfolk.....	1,949
" New York.....	97,576	" New Orleans.....	75
" Philadelphia.....	6,854	" Portland, Maine.....	1,396
" Baltimore.....	14,588	" Pacific Coast.....	30,459
" Pensacola.....	2,579		

Since 1898-99 half round bales have been reduced to the equivalent of Standard bales.

**REPORT OF COTTON COMPRESSED AT ST. LOUIS.**

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1902.....	173,713	196,376	11,715
1901.....	92,231	86,656	34,378
1900.....	67,597	111,558	8,808
1899.....	124,906	97,219	46,962
1898.....	120,605	103,205	25,077
1897.....	109,297	119,493	7,677
1896.....	111,617	100,838	17,873
1895.....	161,219	171,451	7,549

**COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED  
BY THE NEW ORLEANS COTTON EXCHANGE.**

	1901-1902.	1900-1901.	1899-1900.
Alabama.....	1,200	1,000	1,044
Arkansas.....	320	762	750
Florida.....	54	45	50
Georgia.....	1,525	1,295	1,309
Louisiana.....	880	719	625
Mississippi.....	1,375	950	1,230
North Carolina, etc.....	550	542	561
South Carolina.....	925	911	921
Tennessee, etc.....	359	350	355
Texas and Indian Territory.....	2,993	3,809	2,951
Total crops—bales.....	10,681	10,388	9,436

**VALUE OF COMMERCIAL CROP.**

	Bales.	Value.
1901-1902.....	10,680,690	\$438,014,687
1900-1901.....	10,383,422	494,567,549
1899-1900.....	9,436,416	363,784,820
1898-99.....	11,274,840	282,772,967
1897-98.....	11,199,994	320,552,606
1896-97.....	8,757,964	321,924,834



**TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF  
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.**

	1901-02	1900-01.	1899-1900	1898-99.
Average weight per bale .....		lbs.	lbs.	lbs.
United States standard bales.....	506.43	510.28	504.12	518.95
St. Louis Receipts " " .....	510	511	508	410
" " round " .....	500	500	425	552
" " half " .....	250@270	250@270	250@270	275

Average value per bale St. Louis Receipts. 1900-01, \$42.78; 1901-02, \$43.10.

**THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.**

**GENERAL CROP MOVEMENT, SEASONS 1901-02 AND 1900-1901**

From New Orleans Cotton Exchange Report.

**CONSUMPTION UNITED STATES.**

	1901-02. Bales.	1900-1901. Bales.	
Total Crop United States.....	10,680,690	10,838,422	
Stock at Ports beginning of year.....	240,534	88,182	
<b>TOTAL SUPPLY—</b>			
Exported during year .....	6,640,810	6,588,759	10,471,654
Sent to Canada. ....	122,261	102,828	
Burnt at Delivery Ports.....	4,525	1,238	
Stock at close of year.....	164,778	240,534	
	<u>6,962,469</u>	<u>6,898,053</u>	
Total takings for consumption, U. S.....	8,968,745	8,588,501	
Of which—Taken by spinners in Southern States, Total.....	1,967,971	1,620,981	
Taken by Northern spinners.....	2,060,774	1,967,570	

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT  
ST. LOUIS FOR PAST FOUR YEARS.**

ARTICLES.	1899.	1900.	1901.	1902.
Flour, receipts..... bbls.	1,514,315	1,869,070	2,170,548	2,217,685
Flour, amount manufactured bbls.	1,166,439	1,346,059	1,505,234	1,322,530
Wheat, total receipts..... bush.	10,428,163	19,786,614	20,860,805	30,667,212
Corn, " " " " " "	23,344,475	25,613,410	20,834,060	16,024,715
Oats, " " " " " "	12,606,835	13,257,925	15,728,180	20,570,245
Rye, " " " " " "	454,790	475,355	686,810	940,396
Barley, " " " " " "	1,409,474	2,011,500	1,939,993	2,234,504
All Grain received (including flour reduced to wheat).... "	55,058,154	69,555,619	69,827,264	80,416,654
Cotton, receipts..... bales.	1,028,192	1,011,587	913,328	766,419
Bagging, manufactured..... yards.	12,273,500	9,975,655	12,500,000	11,000,000
Hay, receipts..... tons.	175,820	234,256	251,132	213,224
Tobacco, receipts..... hhds.	66,302	44,914	52,127	56,534
Lead, receipts in pigs 80 lb. ... pigs.	1,611,112	1,577,443	1,800,235	2,007,720
Hog Product, total shipm'ts.. lbs.	385,453,945	389,946,455	396,183,896	373,668,410
Cattle, receipts..... head.	766,032	795,800	969,881	1,181,628
Sheep " " " " " "	432,566	434,133	534,115	540,443
Hogs " " " " " "	2,147,144	2,156,972	2,236,945	1,494,395
Horses and Mules, receipts... "	130,236	169,082	149,716	122,697
Lumber & Logs, " " " " " "	1,148,124,000	1,336,403,254	1,414,698,766	164,648,100
Shingles, " " " " " "	58,621,000	51,119,250	11,198,250	6,455,000
Lath, " " " " " "	11,362,150	13,503,950	12,385,550	7,067,000
Wool, total receipts..... lbs.	28,491,625	17,000,790	25,877,110	26,378,080
Hides, " " " " " "	68,933,720	60,531,540	55,005,030	56,237,220
Sugar, received . " " " " " "	204,322,225	216,932,465	209,688,510	206,826,850
Molasses (including Glucose) rec'd, galls.	6,884,033	5,244,050	5,395,387	5,522,450
Coffee, received..... bags.	290,700	360,871	374,675	332,255
" " " " " " " " " " " "	" " " " " " " " " " " "	72,912	133,340	120,858
Rice, receipts..... pkgs.	163,105	119,615	173,530	196,575
Coal, " " " " " " " " " " " "	4,362,714	4,360,299	4,955,228	5,706,794
Nails, " " " " " " " " " " " "	589,980	560,110	688,200	752,575
Potatoes, receipts..... bush.	3,463,560	2,564,568	2,896,059	3,641,308
Salt, " " " " " " " " " " " "	427,020	238,105	315,285	228,770
" " " " " " " " " " " "	73,755	27,575	35,280	33,650
" " " " " " " " " " " "	581,280	776,160	772,800	777,840
Butter..... lbs.	13,729,188	12,901,690	13,476,929	14,572,645
Tons of freight of all kinds received and shipped.....	23,742,080	25,313,340	28,758,664	29,737,577

## STATEMENT SHOWING THE ENTIRE

## RECEIPTS.

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
Chicago & Alton R.R. (Mo. Div.)	219,145	1,215,900	540,000	951,600	9,900	.....
Missouri Pacific R. R.....	582,870	5,744,845	737,540	307,875	34,284	778
St. Louis and San Francisco R. R.	79,270	2,920,964	107,100	112,150	981	.....
Wabash R. R. (West) .....	358,350	2,804,752	1,108,310	2,019,485	171,150	60,250
St. Louis, Kas. City & Colo. R. R..	265	1,075,200	2,600	.....	.....	.....
Mo., Kansas & Texas R. R.....	53,470	2,958,105	271,165	134,525	2,767	.....
St. Louis Southwestern R. R.....	120	32,400	3,600	.....	.....	.....
St. L., Iron Mount. & So. R. R..	5,815	393,938	5,775	5,400	900	.....
Illinois Central R. R.....	19,025	198,697	1,003,765	1,228,650	20,604	87,250
Louisville, Henderson & St. L. R. R.	.....	900	4,500	.....	.....	.....
Louisville & Nashville R. R.....	3,755	12,600	9,055	18,320	.....	.....
Mobile & Ohio R. R.....	1,595	49,500	.....	.....	.....	.....
Southern R. R. Co.....	20,435	63,500	2,700	1,350	.....	1,000
Baltimore & Ohio S.-W. R. R....	800	21,600	23,300	151,200	900	.....
Chicago & Alton R. R.....	43,640	393,500	2,383,200	1,671,600	17,100	23,000
Cleveland, Cin., Chi. & St. L. R. R.	12,715	203,300	70,300	128,250	5,400	.....
Vandalia R. R. ....	27,812	64,563	117,790	107,510	4,536	.....
Wabash R. R. (East) .....	55,815	195,700	1,481,040	1,383,450	15,600	9,750
Toledo, St. Louis & Western R. R.	4,085	145,016	138,450	51,620	2,700	.....
Chicago, Peoria & St. Louis R. R..	192,175	921,700	2,065,600	4,635,400	6,900	1,050,500
Chicago, B. & Q. R. R.....	147,500	1,841,100	1,688,000	2,232,000	326,550	255,250
St. L., Keokuk & N. W. R. R....	334,120	6,323,500	3,426,000	4,857,400	308,273	743,250
St. Louis Valley R. R.....	4,335	219,163	18,500	1,350	900	.....
St. Louis, Troy & Eastern Ry...	.....	32,400	.....	.....	.....	.....
Upper Mississippi River.....	9,273	482,238	37,945	19,480	.....	.....
Lower " " .....	10,335	1,441,640	78,700	650	4,084	.....
Illinois " " .....	475	177,692	10,170	980	3,938	476
Missouri " " .....	90	147,204	610	.....	2,868	.....
Ohio, Cumb. & Tenn. Rivers.....	.....	.....	.....	.....	61	.....
Wagon ....	.....	582,590	800,000	500,000	.....	.....
<b>Total Receipts .....</b>	<b>2,217,685</b>	<b>30,667,212</b>	<b>16,024,715</b>	<b>20,570,245</b>	<b>940,396</b>	<b>2,234,504</b>
<b>Flour manufactured.....</b>	<b>1,322,530</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
<b>In Store, January 1st, 1902.....</b>	<b>60,732</b>	<b>3,660,244</b>	<b>1,010,045</b>	<b>38,971</b>	<b>114,833</b>	<b>3,429</b>
<b>Total movement .....</b>	<b>3,600,947</b>	<b>34,327,456</b>	<b>17,034,760</b>	<b>20,609,216</b>	<b>1,055,229</b>	<b>2,237,933</b>

RECEIPTS OF

MOVEMENT IN FLOUR

By—

Chicago & Alton R. R. (Mo. Div.)  
 Missouri Pacific R. R.  
 St. Louis and San Francisco R. R.  
 Wabash R. R. (West)  
 St. Louis, Kansas City & Col. R. R.  
 Missouri, Kansas & Texas R. R.  
 St. Louis Southwestern R. R.  
 St. Louis, Iron Mount. & So. R. R.  
 Illinois Central R. R.  
 Louisville, Henderson & St. L. R. R.  
 Louisville & Nashville R. R.  
 Mobile & Ohio R. R.  
 Southern Ry. Co.  
 Baltimore & Ohio S. W. R. R.  
 Chicago & Alton R. R.  
 Cleve., Cin., Chicago & St. L. R. R.  
 Vandalia & Terre Haute R. R.  
 Wabash R. R. (East)  
 Toledo, St. Louis & Western R. R.  
 Chicago, Peoria & St. Louis R. R.  
 Chicago, Burl. & Quincy R. R.  
 St. Louis, Keokuk & N. W. R. R.  
 St. Louis Valley  
 Upper Mississippi River  
 Lower  
 Illinois  
 Missouri  
 Ohio, Oumb & Tenn. Rivers

Total Shipments

Ground in City Mills

City consumption

Stock on hand Dec. 31, 1902

Total movement

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**7 LEADING ARTICLES TO THE CLOSE OF EACH  
WEEK FOR THE YEAR 1902.**

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: PUBLIC ELEVATORS.  
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acity, 8,115,000 bushels.

### RATES OF STORAGE ADOPTED ELEVATORS TO APPLY

On Wheat, Corn and Rye, 1 cent per bushel thereof, and  $\frac{3}{8}$  of 1 cent per bushel, for 10 days or part thereof.

On Oats,  $\frac{1}{2}$  of 1 cent per bushel for first 10 days or part thereof, and  $\frac{3}{8}$  of 1 cent per bushel for each subsequent 10 days or part thereof.

On Barley, 1 cent per bushel for first 10 days or part thereof, and  $\frac{3}{8}$  of 1 cent per bushel for each subsequent 10 days or part thereof. Special bin,  $\frac{1}{2}$  of 1 cent per bushel, extra. Dumping sacks from river  $\frac{1}{2}$  of 1 cent per sack. Dumping sacks from rail  $\frac{1}{2}$  of 1 cent per sack. Sack charges from river on Corn, Wheat and Rye for the first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats from river, 4 cents per sack for first 10 days or part thereof, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first 10 days or part thereof, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first 10 days or part thereof, and 1 cent per sack for each subsequent ten days, or part thereof.

### FEES FOR INSPECTING AND WEIGHING BY THE MISSOURI STATE INSPECTOR AND IN FORCE JANUARY 1, 1901

Inspection and Weighing on arrival at Public Warehouse  
Inspection and Weighing out of Public Warehouse  
Inspection at places other than a Public Warehouse  
Inspection and Weighing into Public Warehouse  
Barge or Wagon.....

Inspection and Weighing out of Public Warehouse  
Barge or Wagon.....

Inspection and Weighing Grain in sacks.....  
Reinspection of Grain from Bins in Public Warehouse

On all Grain inspected at places other than a Public Warehouse after the date of first inspection, there will be an additional fee of 1 cent per bushel.

### FEES ADOPTED BY ILLINOIS DEPARTMENT AND IN FORCE JANUARY 1, 1901

FOR INSPECTION.—50 cents per car load; 60 cents per 1,000 bushels from boats;

FOR OUT-INSPECTION.—50 cents per 1,000 bushels from boats; 15 cents per wagon load;

FOR WEIGHING.—15 cents per car load in bulk; 15 cents per 1,000 bushels to boats;  $\frac{1}{4}$  of a cent

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## FLOUR.

Flour handled in St. Louis during 1902 has not been exceeded in any previous years, excepting 1901, 1882, 1880 and 1879. Receipts 2,177,685 barrels against 2,170,548 in 1901. Receipts never before a million mark except in 1882, when the total was 2,003,424. For the average yearly receipts have been about 1,500,000. 2,884,454 barrels against 2,961,563 in 1901, a falling off of

Excepting last year, however, shipments in the twelve months ended exceed those of any other year since 1891.

Flour manufactured by mills in St. Louis and vicinity reflects, the decline in exports of bread stuffs of all kinds from the closing months of 1901 and the first half of 1902. In the months ending July 31st, 1902, these were in value about half of 1901 for the corresponding months. Still the product of the year 1902 fell short of 1901 only about 12%, and 2% as compared with 1899, while it exceeded the output of 1899 by about 13%, and

The flour manufactured with the amount received from outside which may be taken as a measure of the total flour business in the city. The figures for the past five years are as follows:

	1898.	1899.	1900.	1901.	1902.
.....	1,858,088	1,514,815	1,939,070	2,170,548	2,217,685
Barrels.....	1,054,875	1,186,489	1,546,059	1,505,284	1,872,500
	<u>2,412,963</u>	<u>2,690,754</u>	<u>3,215,129</u>	<u>3,675,732</u>	<u>3,540,185</u>

In 1879, 1880 and 1882 the combined receipts and product of the city reached a total of between 3,600,000 and 3,700,000 barrels. In 1878 there was a gradual growth of from 1,500,000 to 3,000,000 barrels. A small decline in 1902 in flour manufactured, flour exported and flour shipped is easily located in the item of foreign shipments. The flour from the whole United States were 19,284,779 barrels in 1901, 18,667 in 1902, a decrease in the year of about 5%. Foreign flour from St. Louis were for these two years 1,189,821 and 905,205 barrels, a decrease of 284,116 barrels, about 26%. This decrease is greater than the falling off in either the amount of flour manufactured or shipped.

Conditions following the severe drought of 1901 operated in several ways to curtail the output and the export of flour. The destruction of a part of the corn and oats crop so enhanced the value of all kinds of grain, that it was worth more than the lower grades of flour which are usually turned out at the same time with the better qualities. It was not profitable for him to turn low grade flour material into the bran

and sell it as feed stuff. There is no doubt that this tended strongly to diminish the output of flour. High prices of wheat in the West also naturally discouraged export sales.

Again, the high prices of feed and feed grains in Europe, as well as America, encouraged foreign markets to buy wheat rather than flour because while importing wheat they were necessarily getting the hull of the wheat, that is the bran, along with the other parts of the berry, and the whole was transported, at the relatively cheap freight for which wheat is carried, while bran and other feeds, being bulkier than the unmanufactured grain, are charged very much higher rates, and would therefore cost proportionately more at destination. European buyers could not get American corn or oats, nor could they take the bran as a substitute, as it was held at the highest prices in the West where it is produced in largest quantities, because this section was the nearest to the stock raising districts where the feeds were needed. Foreigners bought wheat instead of flour, milled it and utilized the bran.

With the increasing deliveries of the corn crop of 1902, during the last part of the year, the results of the drought gradually disappeared. Exports of flour from the United States from July 1 to December 1, 1902 were nearly 2,500,000 bbls. in excess of the exports for the preceeding six months and exceeded the figures for the same months in 1901.

During the year there has been a decided increase in shipments of flour to southern points amounting to nearly 20%. These figures may include some export flour, which it is impracticable to distinguish, but as there was a decided falling off of foreign shipments, it is clear that the trade of our millers and flour dealers in southern markets was substantially increased in 1902.

The decline in the foreign trade was principally in shipments to European countries which have large milling capacity of their own. In other directions the decline, if any, was small, and in some directions there were noticeable increases. Cuban markets took about 10,000 bbls. less than in the previous year. South American and Central American and Porto Rican ports, on the contrary, bought 10,000 bbls. more. In general, while the movement is not yet very pronounced, the figures indicate that the millers in this territory are successfully seeking markets in new directions to offset the losses of trade which may be anticipated from the hostile tariff legislation in European countries.

The condition of wheat in 1902 was a source of some anxiety to millers in early crop months. Frequent rains during harvest threatened more serious damage than was actually realized later. In some sections the crop was more or less a failure, but in the main, enough wheat was secured in prime condition to supply all milling requirements and leave an export surplus. By care in the selection and grinding of the wheat, St. Louis millers are having no difficulty in turning out a product which in every way sustains the old reputation of their brands. It is generally agreed by flour experts that the wheat of 1902 produces a slightly stronger flour of better flavor than the berry for the preceding year.

All millers report satisfactory results from the year's business, notwithstanding occasional periods of dullness and close prices. European buyers express entire satisfaction with the American flour of the season and are buying the product in an increasing ratio as compared with the unmanufactured wheat.

The value of soft wheat patents reached a maximum during January and February, ranging from \$4.00 to \$4.20 per bbl. in wood. Starting at about \$4.00 early in March, there was a steady decline to an average of \$3.80 in April. About the same in May, and to \$3.70 to \$3.75 in June and July. Toward the close of the latter month values began to drop to the new crop basis. In August the bottom was reached at \$3.10 to \$3.20 per bbl., from which there was a steady recovery to \$3.40 to \$3.50 per bbl. at the end of December. During the year 1901 \$3.40 was approximately the bottom, and \$3.75 the highest price for soft wheat patent, except in the month of December, when a considerable advance was established.

## FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1902.	Barrels Manuf. 1901.	Barrels Manuf. 1900.
Geo. P. Plant Milling Co.....	Plant's Roller A	2,500	877,794	842,497	812,721
Kehlor Bros.....	Kehlor.....	3,000	284,500	330,987	330,700
Regina Flour Mill Co.....	Regina.....	1,000	54,271	66,298	89,254
Victoria Flour Mill Co.....	Victoria.....	1,200	102,000	180,575	185,460
Hezel Milling Co.....	East St. Louis..	500	112,018	118,949	111,000
Saxony Mill Co.....	Saxony.....	900	118,060	111,749	97,980
Sessinghaus Milling Co.....	Jefferson.....	500	112,989	107,943	92,147
H. B. Eggers & Co.....	Meramec.....	500	93,490	101,500	99,400
Carondelet Milling Co.....	Carondelet.....	200	22,400	24,690	31,097
J. B. Buss.....	Buss.....	825	45,018	70,096	45,700
<b>Total.....</b>		<b>10,625</b>	<b>1,822,531</b>	<b>1,505,284</b>	<b>1,346,059</b>

**FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS  
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-  
ZENS OF ST. LOUIS, MEMBERS OF THE  
MERCHANTS' EXCHANGE.**

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1902.
Kehlor Bros ..	Rex .....	Kansas City.....	5,000	291,800
E. O. Stanard Milling Co....	Alton City.....	Alton, Ill.....	2,000	*243,428
E. O. Stanard Milling Co....	Empire. ....	Dallas, Tex.....	1,200	242,061
Camp Spring Mills Co.....	Camp Spring...	Nashville, Ill....	1,000	234,600
John F. Meyer & Sons.....	Queen City .....	Springfield, Mo..	600	145,135
Mar. Bernheimer M. & M. Co	Banner Mills...	Clinton, Mo .....	600	150,000
St. Jacobs Enterprise Mill..	Enterprise.....	St. Jacobs, Ill...	350	70,492
Jno. F. Meyer & Sons.....	Model.....	Springfield, Mo..		45,728
Jno. F. Meyer & Sons.....	Ozark.....	Ozark, Mo.....		10,620
<b>Total.....</b>				

\*Six months.

RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND  
SHIPMENTS FOR A SERIES OF YEARS.

[illegible]

**STOCK OF FLOUR IN STORE DEC. 31ST, FOR TWENTY YEARS.**

Year.	Bbls.	Year.	Bbls.
1902	64,540	1899	137,787
1901	60,732	1891	70,130
1900	64,806	1890	87,400
1899	75,057	1889	96,780
1898	78,828	1888	99,679
1897	55,596	1887	124,200
1896	82,296	1886	119,450
1895	75,636	1885	114,680
1894	68,997	1884	108,000
1893	60,015	1883	100,000

**MONTANA WOOD OF FLOUR IN STORE FOR THREE YEARS.**

Month.	1902. bbls.	1901. bbls.	1900. bbls.	Month.	1902. bbls.	1901. bbls.	1900. bbls.
January 1st. ....	60,782	64,608	76,087	July 1st. ....	40,060	46,950	47,496
February 1st. ....	57,265	60,180	76,356	August 1st. ....	87,181	48,400	54,181
March 1st. ....	56,500	60,668	72,282	September 1st. ....	83,700	68,800	62,620
April 1st. ....	50,588	57,896	60,448	October 1st. ....	28,982	56,278	67,568
May 1st. ....	50,860	59,716	65,474	November 1st. ....	51,821	59,025	59,597
June 1st. ....	50,555	68,700	59,672	December 1st. ....	56,540	62,354	60,900

## MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1902.	Months.	1901.	1902.
January.....	186,510	178,365	January.....	261,557	211,710
February.....	160,855	140,845	February.....	259,942	184,515
March.....	161,830	190,270	March.....	809,595	184,215
April.....	156,820	157,445	April.....	253,255	182,982
May.....	154,845	156,220	May.....	225,709	159,200
June.....	148,010	180,060	June.....	215,252	212,406
July.....	171,590	177,890	July.....	209,595	192,978
August.....	202,925	185,575	August.....	265,846	260,575
September.....	193,905	192,635	September.....	281,007	245,485
October.....	216,148	212,195	October.....	254,880	249,565
November.....	197,675	219,095	November.....	238,525	280,285
December.....	281,050	228,670	December.....	221,480	300,685
Total bbls. ....	2,170,549	2,217,685	Total bbls.....	2,961,568	2,684,451

## RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '87,	1,005,443	bbls.	Year ending June 30, '95,	1,	bbls.
" " 30, '88,	954,021	"	" " 30, '96,	1,	"
" " 30, '89,	921,885	"	" " 30, '97,	1,	"
" " 30, '90,	1,840,317	"	" " 30, '98,	1,	"
" " 30, '91,	1,227,548	"	" " 30, '99,	1,	"
" " 30, '92,	1,451,990	"	" " 30, 1900,	1,	"
" " 30, '93,	1,397,406	"	" " 30, 1901,	2,	"
" " 30, '94,	1,143,435	"	" " 30, 1902,	2,	"

## SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1901.	1902.	Direction.	1901.	1902.
Eastern Railroads.....	69,095	886,842	Direct for export.....	1,189,321	905,205
Illinois River.....	2,575	475	To Eastern points.....	789,678	561,811
Western Railroads.....	1,196,840	1,273,870	Southern ".....	993,538	1,174,809
Southern Railroads.....	109,685	55,680	Western ".....	80,194	49,247
Lower River Boats.....	7,870	10,385	Northern ".....	8,882	4,579
Northern Railroads.....	776,190	531,620	.....	.....	.....
Upper River Boats.....	12,428	9,273	.....	.....	.....
Missouri River Boats..	75	90	.....	.....	.....
Total bbls.....	2,170,548	2,217,685	Total bbls.....	2,961,568	2,684,451



## EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1899. Bbls.	1900. Bbls.	1901. Bbls.	1902. Bbls.
New York .....	4,741,035	4,487,306	4,092,711	4,149,129
Boston and Charlestown .....	1,528,257	1,606,175	1,496,163	901,325
Philadelphia .....	2,101,435	2,174,567	2,237,527	2,521,791
Baltimore .....	3,367,485	3,003,787	3,324,953	3,074,335
New Orleans .....	462,464	378,306	688,222	612,290
San Francisco .....	967,055	1,130,145	1,091,790	1,090,876
Chicago .....	.....	.....	13,675	36,893
Duluth and Superior .....	860,369	296,488	337,977	520,585
Portland .....	.....	.....	.....	129,020
Puget Sound .....	698,816	1,194,197	1,185,470	1,630,555
Portsmouth and Norfolk .....	347,998	412,736	478,529	173,676
Willamette .....	655,579	833,610	643,326	691,471
New Port News. ....	1,726,123	2,209,502	2,757,839	1,954,483
Galveston .....	171,674	191,463	143,673	145,075
Mobile .....	129,127	212,128	290,909	261,813
Other Points .....	959,736	502,099	569,626	105,714
<b>Total .....</b>	<b>18,717,161</b>	<b>18,682,509</b>	<b>19,352,330</b>	<b>17,998,531</b>

## RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1899. Bbls.	1900. Bbls.	1901. Bbls.	1902. Bbls.
St. Louis .....	1,514,315	1,869,070	2,170,548	2,217,685
New York .....	6,728,062	6,895,487	6,863,242	6,893,734
Boston .....	2,321,583	2,594,858	2,477,072	1,945,758
Baltimore .....	3,854,828	3,941,388	3,862,482	3,757,255
Cincinnati .....	2,154,374	2,561,977	3,031,743	2,408,058
Milwaukee .....	3,165,105	3,012,625	2,919,800	3,681,400
Minneapolis .....	.....	223,102	240,779	246,241
Toledo .....	915,281	1,195,364	680,416	700,000
Buffalo .....	9,088,873	11,463,079	11,053,439	12,026,616
Chicago .....	5,890,139	9,313,591	10,232,285	7,395,207
Philadelphia .....	3,247,379	3,712,177	3,485,023	4,213,907
New Orleans .....	784,027	647,796	535,371	551,145
Detroit .....	203,610	285,500	337,550	373,800
Peoria .....	511,120	837,170	940,197	1,017,620
San Francisco .....	1,506,160	1,221,443	1,675,007	1,743,553
Montreal .....	1,575,059	838,182	1,031,825	1,043,016
Duluth and Superior .....	4,573,930	4,519,540	4,785,300	6,907,765
Cleveland .....	990,610	1,182,720	1,060,350	851,430
Indianapolis .....	216,726	220,330	246,065	325,043
Tacoma .....	.....	.....	.....	415,224
Galveston .....	.....	.....	.....	270,100

## AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1902. Bbls.	1901. Bbls.	1900. Bbls.	1899. Bbls.
Minneapolis .....	16,260,105	15,921,880	15,082,725	14,291,780
St. Louis .....	1,322,530	1,505,234	1,346,059	1,166,439
Baltimore .....	384,758	349,785	316,940	410,935
Philadelphia .....	600,000	586,000	551,000	536,000
Milwaukee.....	1,755,051	1,939,966	1,866,501	1,737,826
Buffalo .....	965,662	895,050	962,573	1,068,944
Toledo .....	1,600,000	.....	1,092,000	1,150,000
Detroit.....	313,000	563,400	626,000	594,700
Chicago.....	1,262,224	1,280,000	1,274,776	1,125,745
Duluth and Superior.....	1,809,620	860,605	845,460	1,763,920
Kansas City .....	1,298,359	1,430,634	1,291,634	1,094,846
Peoria .....	107,000	112,000	150,000	67,500
Cincinnati.....	416,293	416,805	356,718	454,000
Cleveland.....	.....	130,000	190,000	200,000
Indianapolis.....	665,614	596,504	489,491	542,701
Nashville, Tenn.....	938,376	877,481	261,068	630,803
Galveston.....	172,240	200,000	.....	203,000
Tacoma, Wash.....	1,136,000	.... .	.....	.....

## FLOUR INSPECTION.

## Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

	1902. Bbls.	1901. Bbls.	1900. Bbls.	1899. Bbls.
January .....	10,648	14,190	16,557	14,477
February .....	11,065	11,463	16,608	9,776
March .....	9,027	17,147	18,870	14,792
April.....	9,228	14,672	17,827	15,329
May.....	8,134	12,659	15,950	20,464
June .....	8,090	14,201	13,461	16,704
July.....	8,917	9,810	13,331	15,830
August.....	12,014	15,446	16,494	14,876
September.....	10,547	11,840	11,948	14,385
October.....	13,662	13,465	14,425	19,581
November .....	14,503	16,065	14,368	17,002
December.....	9,840	8,600	14,304	20,918
Total bbls .....	134,675	159,578	184,143	194,184

AUGUST RUMP, Inspector.

## STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1902.

CITIES.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	125,000	125,000	125,000	150,000	120,000	120,000	115,000	85,000	100,000	80,000	65,000	110,000
New York.....	113,500	98,900	109,700	97,900	82,000	82,000	88,000	86,500	95,800	118,000	118,100	108,700
Chicago.....	49,800	51,700	88,400	75,100	38,900	38,900	96,800	98,800	29,600	19,500	88,200	38,700
St. Louis.....	60,759	57,265	56,500	50,568	50,555	50,555	44,050	87,181	33,700	28,532	51,821	56,540
Toledo.....	5,000	5,000	8,000	7,000	3,000	3,000	8,000	4,000	4,000	5,000	6,000	4,000
Baltimore.....	49,000	52,000	49,000	41,000	44,000	44,000	48,000	39,000	40,000	39,000	44,000	45,000
Detroit.....	9,000	8,000	7,000	8,000	12,000	12,000	9,000	12,000	16,000	11,000	18,000	11,000
Boston.....	102,952	107,007	88,838	98,612	79,188	84,535	73,194	61,873	58,924	54,450	59,673	97,014
Milwaukee.....	86,000	98,800	54,500	69,800	48,000	48,000	123,100	80,875	75,800	183,850	127,500	173,100
Duluth.....	13,000	14,000	88,000	235,000	200,000	200,000	195,000	212,000	195,000	198,000	347,000	191,000
Totals, bbls.....	569,094	612,672	625,183	908,000	839,220	787,790	774,644	721,779	684,824	686,212	859,794	825,054

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1900, 1901 AND 1902,  
ON THROUGH BILLS OF LADING.

**WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR  
PER BARREL FOR 1902.**

1902.		Patents.	Extra Fancy.	Clear.	Low to Medium.
January	4	8.85@4.10	8.45@3.60	8.10@3.25	2.80@3.00
"	11	4.65 4.25	8.65 3.80	8.25 3.40	2.80 3.00
"	18	4.00 4.20	8.55 3.70	8.25 3.40	2.75 3.00
"	25	8.95 4.20	8.55 3.70	8.25 3.40	2.75 3.00
February	1	8.95 4.10	8.50 3.70	8.25 3.40	2.75 3.00
"	8	8.95 4.10	8.50 3.70	8.25 3.40	2.75 3.00
"	15	8.95 4.10	8.50 3.70	8.25 3.40	2.75 3.00
"	22	8.90 4.05	8.45 3.60	8.20 3.35	2.75 3.00
March	1	8.80 4.00	8.40 3.50	8.10 3.25	2.70 2.90
"	8	8.85 4.05	8.45 3.55	8.10 3.35	2.70 2.90
"	15	8.80 4.00	8.40 3.55	8.05 3.20	2.65 2.80
"	22	8.60 3.80	8.30 3.40	8.00 3.15	2.65 2.75
"	29	8.60 3.80	8.30 3.40	8.00 3.15	2.65 2.75
April	5	8.60 3.80	8.30 3.40	8.00 3.15	2.65 2.75
"	12	8.65 3.80	8.35 3.45	8.00 3.15	2.65 2.75
"	19	8.65 3.80	8.35 3.45	8.00 3.15	2.65 2.75
"	26	8.70 3.85	8.40 3.50	8.00 3.20	2.65 2.75
May	3	8.70 3.85	8.40 3.50	8.00 3.20	2.65 2.75
"	10	8.65 3.80	8.35 3.50	8.00 3.20	2.65 2.65
"	17	8.65 3.80	8.35 3.50	8.00 3.20	2.65 2.85
"	24	8.65 3.80	8.35 3.50	8.00 3.20	2.65 2.85
"	31	8.60 3.75	8.30 3.45	8.00 3.20	2.65 2.85
June	7	8.55 3.70	8.25 3.35	8.00 3.20	2.65 2.85
"	14	8.60 3.70	8.30 3.40	8.00 3.20	2.65 2.85
"	21	8.60 3.70	8.30 3.40	8.00 3.20	2.65 2.85
"	28	8.55 3.65	8.25 3.35	8.00 3.20	2.65 2.85
July	5	8.65 3.75	8.30 3.45	8.05 3.25	2.75 2.90
"	12	8.65 3.65	8.30 3.40	8.00 3.25	2.75 2.90
"	19	8.50 3.65	8.20 3.30	8.10 3.20	2.75 2.90
"	26	8.25 3.40	2.95 3.05	2.80 2.90	2.40 2.60
August	2	8.20 3.30	2.90 3.00	2.80 2.90	2.40 2.60
"	9	8.10 3.20	2.80 2.90	2.65 2.75	2.25 2.50
"	16	8.10 3.20	2.80 2.90	2.65 2.75	2.25 2.85
"	23	8.15 3.25	2.85 2.95	2.65 2.75	2.25 2.85
"	30	8.15 3.30	2.85 3.05	2.70 2.80	2.25 2.85
September	6	8.20 3.30	2.90 3.10	2.70 2.80	2.25 2.85
"	13	8.20 3.35	2.90 3.10	2.70 2.80	2.25 2.85
"	20	8.20 3.35	2.90 3.10	2.70 2.80	2.25 2.85
"	27	8.25 3.35	2.95 3.10	2.70 2.80	2.25 2.85
October	4	8.30 3.40	3.00 3.10	2.70 2.80	2.25 2.85
"	11	8.30 3.40	3.00 3.10	2.70 2.80	2.25 2.85
"	18	8.35 3.50	3.05 3.20	2.75 2.90	2.25 2.40
"	25	8.35 3.50	3.05 3.20	2.75 2.90	2.25 2.40
November	1	8.35 3.50	3.00 3.20	2.75 2.90	2.25 2.40
"	8	8.30 3.50	2.95 3.15	2.70 2.85	2.25 2.40
"	15	8.30 3.45	2.95 3.15	2.70 2.85	2.25 2.40
"	22	8.30 3.45	2.90 3.15	2.70 2.85	2.25 2.40
"	29	8.30 3.45	2.90 3.15	2.70 2.85	2.25 2.40
December	6	8.30 3.45	2.90 3.15	2.70 2.85	2.20 2.40
"	13	8.35 3.50	3.00 3.20	2.70 2.85	2.20 2.40
"	20	8.35 3.50	3.00 3.20	2.70 2.85	2.20 2.40
"	27	8.35 3.50	3.05 3.20	2.70 2.85	2.20 2.40

## GRAIN.

The grain crops of 1902 were the largest ever harvested, aggregating in wheat, corn, oats, rye and barley 4,345,138,647 bushels. The yield of wheat was less than in 1901 and 1898, but greater than in any other year. The yield of corn was far in excess of any previous year, and was only approached by the crop of 1896. In oats also previous records were eclipsed, and the same was true of rye and barley. Other crops were likewise abundant, so that the year 1902 was a banner year for the farmer. The average yield and value of the crops of 1902 are given by the Department of Agriculture as follows:

CROPS.	ACREAGE.	PRODUCTION.	Farm value December 1st, 1902.
	Acres.	Bushels.	
Corn .....	94,048,612	2,523,648,812	\$1,017,017,349
Winter Wheat.....	28,681,426	411,788,666	268,727,478
Spring Wheat.....	17,690,998	258,274,842	155,496,642
Oats .....	28,668,144	967,842,712	808,584,852
Barley .....	4,661,063	184,954,028	61,898,684
Rye .....	1,978,548	88,680,592	17,080,798

The yield as compared with previous years was as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1902.....	665,068,008	2,523,648,812	967,842,712	88,680,592	184,954,028	4,345,138,647
1901.....	748,460,218	1,522,519,891	786,808,724	80,844,830	109,982,924	3,148,066,587
1900.....	523,229,505	2,105,102,516	809,125,969	28,995,927	59,925,838	3,519,379,770
1899.....	547,808,846	2,078,143,938	796,177,718	23,961,741	78,881,668	3,518,968,796
1898.....	675,148,705	1,924,154,660	780,906,643	25,657,522	55,792,257	3,411,689,787
1897.....	580,149,168	1,902,967,983	698,767,809	27,868,324	66,685,127	3,225,938,861
1896.....	427,684,846	2,283,875,165	707,346,404	24,369,047	69,695,223	3,512,970,185

The yield of wheat per acre in bushels in 1902 is given as follows: Spring wheat 14.7, winter wheat 14.4; corn 26.8, oats 34.5, rye 17.0, and barley 29.0. In yield of corn Missouri holds first place, the yield being 39 bushels per acre and Illinois next with 38.7 bushels. Farm values for several years compare as follows:

	1899.	1900.	1901.	1902.
Corn.....	\$629,210,110	\$751,220,084	\$921,555,788	\$1,017,017,349
Wheat .....	319,545,259	323,515,177	467,350,156	422,224,117
Oats .....	198,167,975	208,669,238	293,658,777	808,584,852
Rye .....	12,214,118	12,295,417	16,909,742	17,080,798
Barley.....	26,594,254	24,075,271	49,705,163	61,898,684
Hay .....	411,926,187	445,588,870	506,191,539	542,036,364
Potatoes .....	89,328,832	90,811,167	143,979,470	184,111,436

It will be noticed that corn is the most valuable product of agriculture and that hay and wheat are the next.

The exports of grain from the United States for the past three years compare as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	Oats. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1902.....	129,466,280	18,728,960	5,976,708	4,855,264	8,712,874	167,735,081
1901.....	179,201,418	102,859,089	25,929,048	2,617,570	8,686,110	318,778,285
1900.....	99,079,158	190,886,489	82,188,242	1,996,785	12,819,162	485,964,881
1899.....	109,635,161	206,185,288	41,086,128	4,852,840	16,949,846	578,657,702

The grain business of St. Louis during 1902 was eminently satisfactory, the receipts being greater in all the cereals except corn, and in that article St. Louis received its proportion of the light crop of 1901.

Receipts during the past five years compare as follows:

#### RECEIPTS.

	1902.	1901.	1900.	1899.	1898.
Wheat, bushels .....	30,667,212	20,860,805	19,786,610	10,428,163	14,240,252
Corn, " .....	16,024,715	20,834,080	25,618,410	23,344,475	26,738,962
Oats, " .....	20,570,245	15,728,130	13,257,925	12,606,835	10,725,880
Rye, " .....	940,396	686,810	475,355	454,790	571,707
Barley, " .....	2,234,504	1,939,993	2,011,500	1,409,744	2,001,911
Total, " .....	70,437,072	60,049,798	61,144,805	48,248,737	54,278,212

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1902.....	80,416,654	1896.....	57,203,249	1890.....	77,795,322
1901.....	69,817,294	1895.....	37,410,330	1889.....	68,466,596
1900.....	69,556,619	1894.....	51,646,405	1888.....	51,105,121
1899.....	55,058,154	1893.....	66,348,786	1887.....	48,848,562
1898.....	60,384,608	1892.....	80,548,136	1886.....	42,918,800
1897.....	63,581,364	1891.....	68,835,754		

The relative position of the ten principal primary receiving points is shown by the following table:

#### RECEIPTS OF GRAIN FOR FOUR YEARS.

	1902—bush.	1901—bush.	1900—bush.	1899—bush.
Chicago .....	185,735,374	245,207,653	307,726,135	293,901,815
St. Louis.....	70,437,072	60,049,798	61,144,804	48,243,737
Minneapolis.....	112,889,660	114,817,400	105,713,596	109,864,480
Peoria .....	34,776,815	6,609,466	32,588,600	19,961,800
Kansas City.....	48,869,000	46,768,600	46,638,250	31,745,650
Milwaukee.....	32,896,177	38,710,300	41,046,130	46,221,926
Toledo .....	26,491,302	26,324,836	41,840,418	37,339,134
Duluth and Superior.....	49,807,816	51,217,696	40,869,596	69,524,434
Detroit.....	12,323,840	12,387,116	11,003,717	8,712,230
Cincinnati .....	20,122,312	26,667,371	26,885,323	13,164,179

#### WHEAT.

More wheat was received and distributed at St. Louis during 1902 than in any year in the history of this market. The receipts for the year were 30,667,212 bushels, of which 25,743,604 was of the crop of 1902 and was received after July 1st. Of the receipts nearly 17,000,000 bushels came by Western railroads and nearly 9,000,000 from North and Northwestern roads. The shipments amounted to 22,276,507 bushels, of which 3,672,863 bushels

were exported via Atlantic Seaboard and 2,308,714 by river via New Orleans. There was a steady demand from Southern and Eastern milling points, and some 16,000,000 bushels was taken by these outside mills. About 6,000,000 bushels was taken by city millers. The quality was not up to the year before, the crop of 1901 being unusually good on account of a most favorable harvest. The crop of 1902 was damaged to some extent by continued rains during harvest time, so that but a small proportion graded No. 2. Out of 31,456 cars inspected, but 7,914 graded No. 2. Inspections show the different kinds of wheat received, to be as follows:

Wheat.	Cars.
Red Winter.....	25,819
Hard Winter.....	4,740
White Winter.....	97
Spring.....	800
Total.....	31,456

The 1,067,203 sacks of wheat received was all red winter wheat. The largest weekly receipts were 1,971,472 bushels for the week ending August 9th, and the largest single day's receipts were 587,835 bushels on Saturday August 9th.

Receipts of wheat at the principal primary markets for the past three years compare as follows:

	1902—Bu.	1901—Bu.	1900—Bu.
Minneapolis.....	88,762,120	90,838,570	83,812,320
Chicago.....	87,940,958	51,197,870	48,048,298
Kansas City.....	24,018,400	26,952,804	34,775,450
Duluth and Superior	42,406,928	47,000,965	31,964,324
St. Louis.....	30,667,212	20,860,865	19,786,614
Milwaukee.....	9,426,200	13,050,850	9,631,380
Toledo.....	13,100,280	8,216,205	9,228,047

The crop of the surplus wheat States for the three years were as follows:

	1902—Bu.	1901—Bu.	1900—Bu.
Kansas.....	45,827,495	99,079,304	82,488,665
Minnesota.....	79,752,404	80,102,627	51,509,000
Nebraska.....	52,726,451	42,006,885	24,801,900
Iowa.....	14,869,245	21,048,101	21,798,223
South Dakota.....	43,973,033	51,662,307	20,149,684
Missouri.....	56,268,494	31,137,097	18,846,713
Illinois.....	32,601,932	30,052,053	17,962,068
Wisconsin.....	9,655,094	7,576,874	13,168,599
North Dakota.....	62,872,241	59,310,669	13,176,213

The average yield per acre was 14.5 bushels for the whole crop. Winter being 14.4 and spring 14.7. In Kansas the yield was 10.4, in Nebraska 23.2, in Iowa 17.5, in Missouri 19.9 and in Illinois 17.9.

### CORN.

The amount of corn handled in this market during 1902 decreased somewhat owing to the short crop of 1901, while the phenomenal crop of 1902

did not begin to reach the market till November and December, when the receipts largely increased. The total amount handled was 16,024,715 bushels, against 20,834,060 bushels the previous year. Values were too high for export and but a small proportion of the crop went to foreign markets; the bulk being taken for home consumption.

The receipts were less from the West and larger from east of the river. Shipments amounted to 13,698,459 bushels, the larger part going to the South. The market opened for No. 2 in January at 69½ cents and ranged from 59 to 63½ cents until the new crop began to arrive in November, when the price fell to 44, closing in December at 40½ to 41½.

Receipts at the principal primary markets were as follows:

#### RECEIPTS OF CORN.

	1902. Bushels.	1901. Bushels.	1900. Bushels.	1899. Bushels.
Chicago.....	50,622,907	84,136,637	134,663,456	133,776,350
St. Louis...	16,024,715	20,834,060	25,613,410	23,344,475
Peoria.....	18,276,649	19,604,566	18,595,300	17,061,200
Kansas City.....	16,092,800	13,488,850	8,334,250	8,759,250
Toledo.....	5,950,791	10,969,528	24,828,879	15,498,089
Detroit.....	2,069,537	3,266,974	3,378,934	3,208,945
Milwaukee.....	2,701,220	3,425,300	5,780,400	7,233,290
Cincinnati.....	7,910,048	11,593,425	14,420,798	6,607,090
Indianapolis.....	6,599,520	5,698,050	7,498,200	8,204,700

The crops of the corn surplus States for the previous three years, as reported by the Department of Agriculture, are as follows:

	1902—Bush.	1901—Bush.	1900—Bush.
Ohio.....	121,608,512	80,313,302	106,890,188
Indiana.....	171,332,142	87,753,541	153,200,800
Illinois.....	372,436,416	198,025,713	264,176,226
Iowa.....	297,686,016	230,264,550	305,859,948
Missouri.....	264,232,605	66,436,376	180,710,404
Kansas.....	222,805,621	61,506,034	163,870,630
Nebraska.....	252,520,173	109,141,840	210,430,064
Total.....	1,702,621,485	833,441,356	1,385,138,256

#### OATS.

The crop of 1902 was the largest ever raised, and the receipt in the St. Louis market increased accordingly. The total amount received aggregates 20,570,245 bushels, while the receipts of 1901 were 15,728,130 bushels. The crop was below the average in quality, but fairly merchantable. Aside from the home requirements, there was an unusual domestic demand, especially in the Southeastern and Southern States, Texas being the largest buyer. The price of No. 2 in January was 50 cents, ranging from 41½ to 48 cents until harvest, when values declined materially. During August quotations were 26½ to 32½, October 29 to 32, closing in December at 33½ to 34 cents.



The crops of the Western States for four years compare as follows :

	1902. bush.	1901. bush.	1900. bush.	1899. bush.
Iowa .....	124,788,837	122,804,564	130,572,138	126,985,749
Minnesota .....	82,259,697	65,734,027	41,907,046	52,688,416
Wisconsin .....	95,037,810	66,647,381	61,971,552	67,687,380
Illinois .....	153,450,423	112,531,903	133,642,884	127,278,948
Indiana .....	48,565,685	39,633,022	44,866,035	34,301,248
Ohio .....	46,409,791	35,217,378	40,840,584	32,945,976
Missouri .....	27,816,165	10,197,746	24,695,373	20,299,350
Kansas .....	31,529,128	17,332,410	43,063,943	39,129,410

### RYE.

The rye crop of 1902 was like the other cereals, greater than ever before, reaching 33,630,592 bushels. Receipts at St. Louis were also larger, amounting to 940,396 bushels, the major part coming by rail from the West. Prices of No. 2 ranged from 55 cents to 68 cents during the first six months, and from 47 to 51 cents the balance of the year.

### BARLEY.

Receipts for Barley were 2,234,504 bushels, a considerable increase over previous years, practically all of which was taken by home brewers and malsters.

#### AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1890.....	1,856,883	bbls., or 58,498,114	galls.
1891.....	1,810,812	"	56,135,172 "
1892.....	1,961,449	"	60,814,919 "
1893.....	2,092,903	"	64,879,993 "
1894.....	1,931,666	"	59,881,646 "
1895.....	1,962,059	"	60,823,844 "
1896.....	2,193,785	"	68,007,858 "
1897.....	2,124,507	"	65,859,744 "
1898.....	2,040,158	"	63,204,898 "
1899.....	2,100,411	"	65,112,741 "
1900.....	2,283,603	"	70,791,693 "
1901.....	2,517,755	"	78,050,402 "
1902.....	2,707,508	"	83,932,748 "

## MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1902.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January .....	173,285	443,869	2,552,235	2, 100	87,500	274,500
February .....	140,845	473,689	954,480	1, 100	15,750	142,500
March .....	139,370	814,175	1,056,400	1, 100	47,700	129,000
April .....	157,445	79	1,018,495	1, 155	29,828	58,000
May .....	156,220	1, 64	1,884,970	1, 170	21,820	22,000
June .....	180,080	1, 54	712,410	1, 135	14,540	8,288
July .....	177,890	5, 22	810,290	1, 140	28,809	1,102
August .....	186,575	6, 47	538,400	1, 105	88,428	1,029
September.....	212,195	4, 46	587,580	2, 105	174,898	112,000
October .....	212,195	8, 67	509,505	2, 110	188,687	582,059
November .....	219,085	5, 91	1,689,080	1, 155	286,698	497,077
December .....	228,670	1, 41	8,466,180	1, 120	116,897	417,000
By Wagon.....		30	800,000	100		
Total.....	2,217,685	80,687,212	16,024,715	20,570,245	940,896	2,284,504

## MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1902.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January.....	211,710	1,607,991	2,028,905	1,804,880	47,226	8,960
February.....	184,515	1,204,197	1,562,420	849,185	14,810	
March.....	184,215	844,929	1,610,840	989,730	86,724	12,807
April.....	182,982	815,601	1,226,984	981,800	87,555	7,978
May .....	169,300	1,224,588	1,809,680	719,580	56,045	9,960
June .....	212,406	1,148,808	768,480	664,765	62,888	955
July .....	192,978	1,432,615	456,708	407,160	9,280	
August.....	260,575	4,089,275	919,066	1,162,824	82,657	112
September.....	245,485	2,721,961	515,615	1,167,745	99,220	
October .....	289,565	2,624,002	521,806	1,268,200	115,185	6,880
November .....	260,285	2,459,280	960,680	1,304,120	202,120	8,272
December .....	800,665	2,108,840	1,522,840	890,700	222,851	15,550
Total.....	2,684,451	22,276,507	15,698,459	11,657,989	905,905	65,417

## TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-ONE YEARS.

	Receipts.	Shipments.
1882.....		
1883.....		
1884.....		
1885.....		
1886.....		
1887.....		
1888.....		
1889.....		
1890.....		
1891.....		
1892.....		
1893.....		
1894.....		
1895.....		
1896.....		
1897.....		
1898.....		
1899.....		
1900.....		
1901.....		
1902.....		

Since 1882, Flour is reduced to wheat at four and one-half bushels to the barrel previous to 1882 at five bushels.

## RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1877	8,374,151	9,410,190	11,347,771	9,309,014	2,194,731	1,550,865	473,907	397,183	1,395,490	183,291
1878	14,335,431	6,900,893	9,008,733	8,383,719	2,823,276	1,722,801	345,893	757,621	1,517,393	344,769
1879	17,063,302	7,809,076	13,980,636	8,311,006	3,078,165	2,164,098	713,739	431,790	1,831,307	390,433
1880	21,093,275	11,313,879	22,298,077	17,671,323	5,607,079	2,541,613	408,755	276,041	2,561,909	156,113
1881	13,243,571	6,931,630	21,259,310	13,390,190	6,398,060	3,332,839	469,769	304,761	2,411,723	187,684
1882	20,774,987	12,448,080	14,541,535	9,578,975	8,138,516	4,410,611	403,707	344,870	1,818,908	38,945
1883	15,000,704	6,430,765	20,001,450	13,198,349	6,453,757	3,047,539	533,370	396,437	2,890,798	180,969
1884	16,383,309	7,177,093	19,697,325	16,533,259	7,038,951	3,082,360	535,213	700,336	2,695,841	163,781
1885	10,690,677	9,332,609	26,114,782	20,491,416	7,383,529	3,590,539	726,798	636,640	3,017,302	210,340
1886	12,309,364	2,423,463	16,387,071	11,948,995	7,436,915	2,764,923	447,343	337,018	2,359,731	216,577
1887	14,510,315	6,238,269	16,576,886	13,841,172	9,768,545	3,780,729	238,736	175,353	2,363,191	291,337
1888	13,010,103	4,413,506	20,269,499	15,904,769	10,456,760	5,414,764	421,514	275,333	3,044,961	334,063
1889	13,810,591	5,351,141	24,299,781	20,640,187	11,347,340	6,303,577	679,364	609,073	3,070,307	352,173
1890	11,730,774	3,633,015	45,008,681	40,916,333	12,329,355	7,191,888	591,084	487,369	2,794,390	230,135
1891	25,593,183	14,977,215	21,330,940	14,881,003	12,433,316	7,773,833	1,149,190	1,069,408	2,108,546	173,663
1892	27,483,865	14,338,534	33,030,080	23,608,756	10,604,810	4,873,923	1,139,153	1,052,374	3,691,349	183,503
1893	14,642,969	7,336,694	33,309,475	29,656,437	10,036,335	4,084,376	533,799	1,386,336	1,993,746	133,613
1894	10,003,243	8,140,173	23,546,945	18,163,363	10,196,605	3,909,309	140,235	120,038	2,063,433	73,571
1895	11,275,385	7,878,613	8,779,390	6,981,309	10,468,160	4,606,374	324,331	173,296	2,104,196	45,351
1896	12,651,248	6,630,578	24,763,445	20,043,780	11,491,310	6,396,697	236,330	247,529	1,961,611	106,694
1897	12,057,735	7,460,084	31,077,440	25,817,631	12,147,295	5,990,630	712,426	939,431	1,606,811	195,121
1898	14,240,252	11,026,765	26,783,956	27,863,031	10,725,890	6,375,664	671,707	670,072	2,001,911	63,968
1899	10,428,163	4,908,427	26,344,476	20,241,928	12,606,835	6,184,585	464,790	491,643	1,409,474	77,572
1900	12,736,614	12,473,868	25,613,410	22,682,793	18,267,926	7,593,708	475,635	431,773	2,011,500	121,460
1901	20,960,305	17,013,639	30,694,060	17,719,656	16,793,190	10,511,903	633,310	490,317	1,339,333	93,201
1902	20,667,212	22,376,507	16,024,715	18,698,459	20,870,345	11,657,989	940,395	905,905	2,384,504	65,417

## WHEAT.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1901.	Months.	1902.	1901.
January .....	99	1, 28	January .....	1, 991	1,409,790
February.....	88	45	February.....	1, 997	1,455,080
March .....	75	1, 70	March .....	1, 989	2,493,890
April .....	78	27	April .....	1, 901	1,155,740
May .....	1, 64	60	May.....	1, 988	1,865,815
June.....	1, 54	42	June.....	1, 906	699,445
July .....	5, 22	5, 49	July .....	1, 115	2,368,608
August .....	6, 47	5, 49	August .....	4, 175	2,026,234
September.....	4, 46	2, 94	September.....	2, 981	1,761,187
October.....	3, 57	1, 98	October.....	2, 902	959,268
November.....	3, 91	1, 47	November.....	2, 180	658,288
December .....	1, 41	71	December .....	2, 140	771,928
By Wagon.....	60	30			
Total bushels...	30,687,212	20,860,805	Total bushels...	22,276,507	17,012,658

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1900.
The West by rail and Missouri River.....	18,686,970	11,514,245	10,463,947
The South by rail from west of Mississippi river .....	428,888	1,605,278	8,078,608
The South by Mississippi river boats.....	1,441,640	1,298,128	1,286,116
The South by rail from east of Mississippi river.. ..	544,865	530,521	1,625,070
The East by rail and by Illinois river.....	2,158,471	1,167,723	801,481
The North and Northwest by rail and river.....	8,646,838	4,194,194	1,943,097
Wagons from near the city.....	582,590	450,430	583,300
Total Receipts, bushels .....	30,687,212	20,860,805	19,736,614

## DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1902.	1901.	1900.
Europe direct via Atlantic seaboard.....	3,672,868	6,294,729	870,680
Europe direct via New Orleans.....	2,808,714	1,828,244	160,241
East by rail (not exported).....	4,584,678	4,498,602	8,016,972
South by rail (not exported)....	11,261,839	4,142,280	8,199,007
To local points by rail and river.....	448,413	248,808	217,466
Total shipments, bushels. ....	22,276,507	17,012,658	12,475,366

## CORN.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1901.	Months.	1902.	1901.
January .....	2, 185	2, 185	J .....	2,022,905	2,574,592
February .....	1, 180	2, 115	F .....	1,562,420	2,102,987
March .....	1, 100	2, 75	M .....	1,610,840	2,521,658
April .....	1, 195	1, 115	A .....	1,226,984	1,080,087
May .....	1, 170	2, 100	M .....	1,209,680	1,709,801
June .....	1, 110	1, 145	J .....	768,430	1,461,675
July .....	1, 180	1, 180	J .....	456,708	742,214
August .....	1, 100	1, 185	A .....	919,054	1,260,980
September .....	1, 180	1, 100	S .....	515,618	747,112
October .....	1, 105	1, 100	O .....	531,806	591,185
November .....	1, 180	1, 185	N .....	900,680	1,809,986
December .....	3, 180	2, 185	D .....	1,822,840	1,516,975
By Wagons .....	1, 100	1, 100			
Total bushels ..	16,024,715	20,824,080	Total bushels...	13,699,459	17,716,655

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1900.
The West by rail and Missouri River .....	2,762,335	4,012,085	5,641,950
The South by rail from west of Mississippi river .....	9,375	404,175	641,565
The South by Mississippi river boats .....	78,700	7,565	20,575
The South by rail from east of Mississippi river .....	1,020,020	917,640	226,800
The East by rail and by Illinois river .....	6,302,350	6,426,570	1,777,810
The North and Northwest by rail and river .....	5,151,945	8,567,055	13,794,710
Wagons from near the city .....	800,000	500,000	500,000
Total Receipts, bushels .....	16,024,715	20,824,080	26,613,410

## DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1902.	1901.	1900.
Europe, direct via Atlantic Seaboard .....	11,622,592	10,588,998	5,671,010
Europe, direct via River to New Orleans .....	8,008,488	1,748,517	8,087,567
South and East by rail (not for export) .....	12,985,508	7,862,580	13,770,478
Southern points by river .....	211,190	52,818	48,000
Local points .....	45,804	51,010	55,586
Total Shipments, bushels .....	27,869,091	20,241,923	22,582,705

## DIRECTION OF SHIPMENTS, 1901-02.

	1902.	1901.
Exported via Gulf and Atlantic ports .....	1,868,572	1,627,006
Exported via New Orleans .....	226,400	885,705
South by rail for consumption .....	9,599,780	12,099,451
East by rail for consumption .....	745,748	1,298,010
South by river for consumption .....	37,809	96,964
West by rail for consumption .....	1,069,900	1,031,073
To local points .....	115,280	43,860
Total shipments, bushels .....	13,698,499	17,709,655

## OATS.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1902.	Months.	1901.	1902.
January .....	1,217,055	2, 00	January .....	1,182,510	1,804,880
February .....	1,274,985	1, 09	February .....	870,185	849,185
March .....	1,174,220	1, 60	March .....	894,800	989,780
April .....	969,680	1, 55	April .....	454,080	981,800
May .....	1,486,840	1, 70	May .....	986,885	719,680
June .....	996,010	1, 85	June .....	804,880	684,785
July .....	1,218,945	1, 40	July .....	707,240	407,160
August .....	1,888,915	1, 35	August .....	1,542,055	1,162,524
September .....	1,805,185	2, 05	September .....	772,870	1,167,745
October .....	1,540,015	2, 10	October .....	779,080	1,288,200
November .....	1,018,800	1, 55	November .....	728,020	1,804,120
December .....	1,461,600	1, 20	December .....	894,980	890,700
By Wagon .....	400,000	—, 00			
Total bushels ...	15,728,130	20,570,245	Total bushels...	10,511,305	11,657,989

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1900.	1901.	1902.
The West, by rail.....	2,294,580	1,415,455	8,525,685
The South, by rail from West of Mississippi River.....	49,685	48,005	5,400
The South, by Mississippi River Boats.....	505	520	650
The South, by rail from East of Mississippi River.....	982,985	997,845	1,249,670
The East, by rail and Illinois River.....	2,577,088	8,881,510	8,190,010
The North and Northwest, by rail and river.....	8,978,085	6,585,295	7,108,980
Wagons near the city.....	400,000	400,000	500,000
Total Receipts, bushels.....	18,257,925	15,728,130	20,570,245

## DIRECTION OF SHIPMENTS.

TO	1900.	1901.	1902.
The West.....	170,477	695,830	741,400
The South, by rail.....	6,588,453	9,221,185	10,882,889
The South, by river.....	686,864	508,075	826,609
The East, by rail.....	188,905	88,620	289,220
Local points.....	4,995	9,145	19,880
Total Shipments, bushels .....	7,589,708	10,511,805	11,657,989

bushels were exported via Atlantic ports and 631,429 bushels via  
 ushels were exported via Atlantic seaports and 861,717 bushels via  
 bushels were exported via Atlantic ports and 110,689 bushels via  
 bushels were exported via Atlantic ports and 657,504 bushels via  
 bushels were exported via Atlantic ports and 28,409 bushels via

## R Y E.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1901.	Months.	1902.	1901.
January .....	37,500	47,250	January .....	47,225	50,770
February .....	15,750	78,750	February .....	44,810	78,080
March .....	47,700	80,054	M     .....	86,724	65,190
April .....	29,626	21,880	A     .....	87,535	17,800
May .....	21,820	62,687	M     .....	56,045	56,540
June .....	14,540	24,070	J     .....	82,888	22,968
July .....	28,809	73,656	J     .....	9     .....	20,796
August .....	86,428	187,895	A     .....	82,044	112,846
September .....	174,896	51,763	S     .....	90,444	21,518
October .....	133,637	85,565	O     .....	115,185	3,274
November .....	226,698	81,500	N     .....	202,120	16,880
December .....	116,907	42,900	D     .....	222,851	25,075
Total bushels...	940,896	686,810	Total bushels...	905,905	490,517

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1900.
The West by rail .....	219,248	88,772	180,750
The South by rail from west of Mississippi river .....	900	750	12,850
The South by Mississippi river boats .....	3,988	590	153
The South by rail from east of Mississippi river .....	21,504	12,000	3,360
The East by rail and Illinois river .....	56,004	228,297	85,942
The North by rail and river .....	628,907	351,951	308,416
Total Receipts, bushels .....	940,896	686,810	475,365

280,588 bushels were exported in 1902 via Atlantic Seaboard, and 28,212 bushels via New Orleans.

## BARLEY.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1902.	Months.	1901.	1902.
January.....	189,500	274,500	Jan.....	19,750	8,900
February.....	126,750	142,500	Feb.....	12,440	.....
March.....	148,250	129,000	Mar.....	4,470	12,807
April.....	88,250	68,000	Apr.....	24,880	7,978
May.....	89,000	22,000	May.....	9,210	9,869
June.....	9,000	3,288	Jun.....	8,000	965
July.....	2,250	1,102	Jul.....	.....	.....
August.....	18,840	1,028	Aug.....	985	112
September.....	229,500	112,000	Sep.....	1,885	.....
October.....	544,500	569,009	Oct.....	1,945	5,890
November.....	877,648	497,077	Nov.....	9,087	8,272
December.....	201,750	417,000	Dec.....	5,688	15,538
Total bushels...	1,989,908	2,284,504	Total bushels....	82,201	65,417

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1900.
The West by rail.....	61,028	19,658	16,750
The South by rail from West of Mississippi River.....	.....	.....	.....
The South by Mississippi River Boats.....	478	140	.....
The East by rail and Illinois River.....	1,007,280	1,372,750	998,750
The North by rail and river.....	1,088,750	647,250	996,000
Total Receipts, bushels.....	2,284,504	1,989,908	2,011,500

No Canada Barley received in 1896.

18,000 bushels Canada Barley received in 1897.

No Canada Barley received in 1898.

20,000 bushels Canada Barley received in 1899.

47,517 bushels Canada Barley received in 1900.

3,000 bushels Canada Barley received in 1901.

No Canada Barley received in 1902.



**RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED  
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.**

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cent. of Total Crop marketed at St. Louis.
1889.....	66	12,960,809	17,106,966	414,868,000	4.13
1890.....	17	15,905,134	21,236,560	490,590,000	4.33
1891.....	46	19,312,360	17,856,317	899,269,000	4.47
1892.....	90	26,998,228	33,443,183	611,780,000	5.46
1893.....	68	26,013,638	33,301,974	515,949,000	6.36
1894.....	35	12,663,604	17,809,061	396,121,725	4.50
1895.....	28	10,126,318	15,163,597	460,267,416	3.30
1896.....	81	12,586,755	17,435,319	467,102,947	3.73
1897.....	71	11,814,494	18,019,963	427,684,348	4.21
1898.....	65	12,719,825	18,845,967	530,149,168	3.56
1899.....	98	14,822,491	20,356,509	675,148,705	3.03
1900.....	75	10,311,638	18,955,915	547,808,846	3.46
1901.....	2,029,626	23,211,245	32,314,556	522,239,505	6.09
1902.....	2,209,813	19,822,546	29,796,704	748,480,218	3.96

**DOMESTIC EXPORTS OF FLOUR AND GRAIN FROM THE UNITED STATES  
FOR THE CALENDAR YEAR 1902,**

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington, D. C.

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL. TWO MONTHS. BUSH.
1902.....	6,248,847	5,944,122	12,287,469
1901.....	8,883,249	5,591,140	9,424,889
1900.....	4,780,084	4,180,881	8,860,965
1899.....	2,107,170	1,929,118	4,036,288
1898.....	1,594,952	1,110,230	2,705,182
1897.....	2,639,971	1,261,528	8,901,499
1896.....	8,093,790	2,265,192	5,358,982
1895.....	2,353,692	1,902,850	4,256,042
1894.....	2,881,038	8,848,303	5,679,341
1893.....	2,486,228	2,207,104	4,693,332
1892.....	6,610,977	8,276,424	9,887,401
1891.....	5,194,505	8,627,928	8,824,481
1890.....	2,169,492	2,476,860	4,645,852
1889.....	8,080,892	2,880,065	5,410,957
1888.....	4,021,192	2,111,396	6,132,587
1887.....	8,094,627	4,419,464	7,514,091
1886.....	2,723,037	4,476,270	7,199,307
1885.....	2,167,175	984,858	3,152,033
1884.....	8,463,522	1,976,134	5,439,656
1883.....	3,290,267	1,299,443	4,589,710
1882.....	8,737,030	4,022,118	7,759,148
1881.....	1,828,189	1,602,428	3,430,612

RECEIPTS OF WHEAT BY CROP YEARS.

Bushels.				Bushels.			
Year ending June 30, 1891 .....	12,312,260			Year ending June 30, 1897.....	11,814,494		
“ “ “ 1892 .....	26,998,228			“ “ “ 1898.....	12,719,825		
“ “ “ 1893 .....	26,013,638			“ “ “ 1899.....	14,322,421		
“ “ “ 1894 .....	12,663,604			“ “ “ 1900.....	10,211,628		
“ “ “ 1895 .....	10,126,318			“ “ “ 1901.....	23,811,245		
“ “ “ 1896.....	12,386,755			“ “ “ 1902 .....	19,822,546		

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Hard Wheat, No. 2 Corn, No. 2 Oats and No. 2 Rye, during 1902:

	No. 2 Red Wheat.	No. 2 Hard Wheat.	No. 2 Corn.	No. 2 Oats.	No. 2 Rye.
January .....	92½ 86½	86½ 77	69½ 59	50 46	68½ 61
February .....	89 83½	81 75	63½ 58½	48 48	62½ 61½
March .....	86½ 76½	78½ 71	63 59	48 42½	62 56
April .....	83½ 77½	80 70½	66½ 59½	46 43½	60 56
May .....	84½ 76½	79½ 73	66 62½	45½ 41½	60 59
June .....	80 70	76½ 72	67 62	51½ 41½	60 55
July.....	81 65½	78½ 65	67 61	59 82½	57 54
August.....	68½ 63	71 64	61½ 54	82½ 26½	53 47½
September.....	68½ 66	71½ 65	62 56½	83 28½	51 47½
October.....	72 67½	74 67	59 43	82 29	49½ 48
November .....	71 69	72½ 65	49 44	82 28½	48½ 46
December .....	75 69	72½ 65	49½ 40½	35½ 82	49½ 47

FIRST NEW WHEAT.—One car received June 11th, from Dyer, Tenn.; one car, June 13th, from Bertrand, Mo.; one car, June 16th, from Tulsa, I. T.; June 19th, 137 sacks from Caruthersville, Mo., and June 20th, 140 sacks from Chester, Ills.

## CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1902.

## RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1890.....	96,375	523,516	109,378
1891.....	45,314	488,563	107,808
1892.....	95,333	378,230	67,430
1893.....	94,833	346,837	56,733
1894.....	125,035	346,033	78,034
1895.....	85,300	226,499	60,306
1896.....	78,495	216,706	54,599
1897.....	147,755	412,401	63,390
1898.....	133,570	381,329	63,474
1899.....	128,125	359,180	113,743
1900.....	200,335	325,379	95,355
1901.....	249,050	343,674	91,614
1902.....	302,235	220,485	72,317

## MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1901 AND 1902.

1900		1901		1902		1901.	
January.....	3.10@3.25	2.00@2.05	July.....	3.05@3.15	2.85@2.85		
February.....	3.10	2.05	August.....	2.90 3.05	2.85	3.10	
March.....	3.10	2.05 2.10	September.....	2.90	2.90		
April.....	3.10 3.15	2.10 2.25	October.....	2.70 2.90	2.90		
May.....	3.15	2.25 2.30	November.....	2.40 2.70	2.90	3.10	
June.....	3.15	2.30	December.....	2.30 2.40	3.10	3.25	

## OAT MEAL, MANUFACTURED.

Stobie Cereal Mills, 1891.....	20,102 bbls.
" " " 1892.....	20,000 "
" " " 1893.....	20,000 "
" " " 1894.....	20,000 "
" " " 1895.....	25,723 "
" " " 1896.....	33,000 "
" " " 1897.....	20,000 "
" " " 1898.....	25,000 "
" " " 1899.....	25,000 "
" " " 1900.....	25,000 "
" " " 1901.....	25,000 "
" " " 1902.....	25,000 "

## MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR  
TWENTY-FIVE YEARS.

YEAR.			YEAR.	SHIPMENTS.	
				In Sacks.	In Bulk, Cars.
1902			1902	1,206,460	821
1901			1901	841,645	1,552
1900	849,080	400	1900	1,078,887	908
1899	1,085,842	469	1899	986,685	1,200
1898	676,911	582	1898	679,600	909
1897	806,795	464	1897	651,800	662
1896	537,983	472	1896	1,000,575	446
1895	434,968	307	1895	707,787	340
1894	890,111	480	1894	763,433	809
1893	878,843	633	1893	748,093	1,011
1892	893,152	842	1892	746,846	765
1891	220,666	941	1891	866,591	908
1890	149,432	906	1890	691,639	736
1889	145,010	940	1889	814,474	890
1888	171,145	560	1888	623,650	556
1887	102,549	302	1887	767,856	306
1886	110,763	306	1886	800,395	325
1885	176,603	647	1885	900,681	906
1884	199,700	857	1884	711,571	1,660
1883	233,666	1,039	1883	686,496	1,861
1882	244,814	1,191	1882	660,115	1,084
1881	143,753	644	1881	602,103	1,236
1880	123,374	447	1880	539,443	1,306
1879	118,906	463	1879	499,481	1,186
1878	148,844	336	1878	680,565	1,068

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED  
AND SHIPSTUFFS FOR 1902.

MONTHS.	BRAN, PER 100 LBS.		MIXED FEED, PER 100 LBS.		SHIPSTUFFS, PER 100 LBS.	
	Cts.		Cts.		Cts.	
January	90	91.10	97	97.10	1.00	1.30
February	89	92	95	97	97	1.05
March	88	92	97	92	99	1.02
April	86	96	95	96	94	1.00
May	85	94	90	96	1.00	1.05
June	77	90	80	85	95	1.00
July	76	86	80	91	1.00	1.05
August	60	76	65	80	90	1.00
September	62½	70½	66	75½	80	1.00
October	65	76	72	75	87	1.00
November	66	72	69	74	70	90
December	68	75	71	78	73	89

DAILY RANGE DURING JANUARY, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN. NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

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DAILY RANGE DURING FEBRUARY, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND  
 PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902	WHEAT.			CORN.			OATS.			RYE.	
	No. 2 Red.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	
1.....	87½ @	85½	77½ @	63½	63½ @	64½ @	47	45½	38½	61	@ 62 n
3.....	88	86½	78½	63½	64½	65½	46	46	38½	62	62½ n
4.....	88½	86½	78½	62½	65½	66½	46½	46½	38½	62	62½ n
5.....	88½	85½	77½	62½	65½	66½	46½	45½	38	62	62½ n
6.....	88½	86½	77½	62	64½	65	47	45½	38	62	62½ n
7.....	88½	85½	77½	61½	64½	65	47	44½	37½	62	62½ n
8.....	87½	85½	77½	61	63½	63½	46	44	37	62	62½ n
10.....	87½	85½	77½	61½	62½	62½	46½	44½	36½	62	62½ n
11.....	87½	85½	77½	62½	62½	62½	46½	44½	36½	62	62½ n
13.....	88	85½	78½	62½	62½	63	47	44½	36½	62	62½ n
14.....	87½	85½	78	62	62½	62½	47	44½	37	62	62½ n
15.....	87½	85½	78½	61½	62½	62½	47	44½	36½	62	62½ n
17.....	86½	84½	77½	62	62½	62½	47	44½	36½	62	62½ n
18.....	86	83½	77½	62½	62½	62½	46½	45	37	62	62½ n
19.....	85	83½	77½	61½	61½	61½	46½	44½	36½	62	62½ n
20.....	85½	83½	77½	62	61½	62½	46	44½	36½	61½	nom
21.....	85½	83½	77½	61	62½	62½	45½	44½	36½	61½	61 n
24.....	83½	80½	74½	59	59½	59½	45	42½	34½	60½	60½ n
25.....	83½	80½	74½	59	59½	59½	44½	42½	35½	60	60½ n
26.....	84	81½	74½	55½	60½	60½	43	43	35½	60½	61 n
27.....	85	82½	75½	61	62½	61½	44	44	36	61	61½ n
28.....	84½	82½	75½	61½	62½	62½	44½	44½	36½	61½	

THE CITY OF ST. LOUIS.

DAILY RANGE DURING MARCH, 1909, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING APRIL, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902.	WHEAT.			CORN.			OATS.			No. 2.	SEPT.	JULY.	SEPT.	No. 2.	RYE.	
	No. 2 RED.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	MAY.	JULY.							SEPT.
1....	77½ @	77	70	60	59½ @	60	43½ @	44	42	32½	29	nom	58	58	nom	
2....	77½	77½	70½	61	60½	60	43½	44	42½	33	29½	nom	56	56	nom	
3....	78½	77½	70½	61½	60½	60½	43½	44½	42½	33	29½	ask	56	56	nom	
4....	78½	77½	69½	61	59½	59½	43½		42½	33½	28½	nom	58	58	nom	
5....	77½	76½	69½	60½	58½	58½	43½	43½	42½	33	28½	nom	58	58	nom	
6....	78½	77½	69½	60	57½	57½	43½	43½	42½	33	29	nom	58	58	nom	
7....	78½	77½	69½	59½	57½	57½	43½	43½	42½	33	29	nom	58	58	nom	
8....	80	78½	70½	61	59½	59½	43½	43½	42½	33	29	nom	58	58	nom	
9....	80	78½	70½	61	59½	59½	43½	43½	42½	33	29	nom	58	58	nom	
10....	80	78½	70½	61	59½	59½	43½	43½	42½	33	29	nom	58	58	nom	
11....	80	78½	70½	62	60	60	43½	44	42½	33	29	nom	57½ @ 58	57½	nom	
12....	80½	78½	71½	63	60½	60½	44	44½	42½	35	30	bid	57½	57½	nom	
13....	80	79	71½	65	64½	61½	44	44½	43	35	30½	bid	57½	58 n	nom	
14....	80	79½	71½	64½	64½	61½	44	45½	43	35	30	@ 30½ b	59	59	nom	
15....	81	79½	72½	65	64½	62½	45	45½	43	35	30	bid	60	60	nom	
16....	81	79½	72½	65½	64½	62½	45	45½	43	35	31	bid	60	60	nom	
17....	82	79½	73½	65½	64½	62½	45	45½	43	35	31	bid	60	60	nom	
18....	82	79	73½	65½	64	62½	45	45½	43	35	31	ask	60	60	nom	
19....	81½	79½	74½	65½	63½	62½	45	45½	43	35	31	ask	60	60	nom	
20....	81	79	74½	65	62½	62½	44½	45	43	35	31	bid	60	60	nom	
21....	82	79	74½	65	62½	62½	44½	45	43	35	31	bid	60	60	nom	
22....	82	80	74½	65	62½	62½	45	45½	43	35	31	bid	60	60	nom	
23....	82½	80½	75½	66	63½	64	45	45½	43	35	31	bid	60	60	nom	
24....	82½	81	75½	66½	63½	64	45	45½	43	35	31	bid	60	60	nom	
25....	82	79½	74½	66	64½	64½	45	45½	43	35	31	nom	61	61	ask	
26....	83	80	74½	66	64½	64½	45	45½	43	35	31	nom	61	61	ask	
27....	83½	79½	73½	66	63½	63½	45	45½	43	35	31	nom	60	60	nom	
28....	83½	78½	73½	66	63½	63½	45	45½	43	35	31	nom	59	59	nom	
29....	82½	78½	74½	65½	63½	63½	44½	45½	42½	34½	29½	29½	59	59	60	
30....	82½	78½	74½	66	63½	63½	44½	45½	42½	34	29	29½	59	59	60	

THE CITY OF ST. LOUIS.



DAILY RANGE DURING MAY, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 EYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING JUNE, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND PRICES  
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

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\*New wheat sold from 70@75c (first cars—11th and 12th), down later to 71½c, up to 73½@74½c.

## TRADE AND COMMERCE OF

DAILY RANGE DURING JULY, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902	WHEAT.				CORN.				OATS.		RYE.	
	No. 2 RED.		JULY.		SEPT.		DEC.		No. 2.		No. 2.	
1....	78 1/2 @	73	75 1/2	73 1/2	75 1/2	73 1/2	75 1/2	73 1/2	66 1/2	66 1/2	52 1/2	60
2....	74 1/2	73 1/2	74 1/2	73 1/2	74 1/2	73 1/2	74 1/2	73 1/2	65 1/2	65 1/2	51 1/2	60
3....	75 1/2	74 1/2	75 1/2	74 1/2	75 1/2	74 1/2	75 1/2	74 1/2	65 1/2	65 1/2	50 1/2	59
4....	76 1/2	75 1/2	76 1/2	75 1/2	76 1/2	75 1/2	76 1/2	75 1/2	65 1/2	65 1/2	49 1/2	57
5....	77 1/2	76 1/2	77 1/2	76 1/2	77 1/2	76 1/2	77 1/2	76 1/2	65 1/2	65 1/2	48 1/2	55
6....	78 1/2	77 1/2	78 1/2	77 1/2	78 1/2	77 1/2	78 1/2	77 1/2	65 1/2	65 1/2	47 1/2	54
7....	79 1/2	78 1/2	79 1/2	78 1/2	79 1/2	78 1/2	79 1/2	78 1/2	65 1/2	65 1/2	46 1/2	53
8....	80 1/2	79 1/2	80 1/2	79 1/2	80 1/2	79 1/2	80 1/2	79 1/2	65 1/2	65 1/2	45 1/2	52
9....	81 1/2	80 1/2	81 1/2	80 1/2	81 1/2	80 1/2	81 1/2	80 1/2	65 1/2	65 1/2	44 1/2	51
10....	82 1/2	81 1/2	82 1/2	81 1/2	82 1/2	81 1/2	82 1/2	81 1/2	65 1/2	65 1/2	43 1/2	50
11....	83 1/2	82 1/2	83 1/2	82 1/2	83 1/2	82 1/2	83 1/2	82 1/2	65 1/2	65 1/2	42 1/2	49
12....	84 1/2	83 1/2	84 1/2	83 1/2	84 1/2	83 1/2	84 1/2	83 1/2	65 1/2	65 1/2	41 1/2	48
13....	85 1/2	84 1/2	85 1/2	84 1/2	85 1/2	84 1/2	85 1/2	84 1/2	65 1/2	65 1/2	40 1/2	47
14....	86 1/2	85 1/2	86 1/2	85 1/2	86 1/2	85 1/2	86 1/2	85 1/2	65 1/2	65 1/2	39 1/2	46
15....	87 1/2	86 1/2	87 1/2	86 1/2	87 1/2	86 1/2	87 1/2	86 1/2	65 1/2	65 1/2	38 1/2	45
16....	88 1/2	87 1/2	88 1/2	87 1/2	88 1/2	87 1/2	88 1/2	87 1/2	65 1/2	65 1/2	37 1/2	44
17....	89 1/2	88 1/2	89 1/2	88 1/2	89 1/2	88 1/2	89 1/2	88 1/2	65 1/2	65 1/2	36 1/2	43
18....	90 1/2	89 1/2	90 1/2	89 1/2	90 1/2	89 1/2	90 1/2	89 1/2	65 1/2	65 1/2	35 1/2	42
19....	91 1/2	90 1/2	91 1/2	90 1/2	91 1/2	90 1/2	91 1/2	90 1/2	65 1/2	65 1/2	34 1/2	41
20....	92 1/2	91 1/2	92 1/2	91 1/2	92 1/2	91 1/2	92 1/2	91 1/2	65 1/2	65 1/2	33 1/2	40
21....	93 1/2	92 1/2	93 1/2	92 1/2	93 1/2	92 1/2	93 1/2	92 1/2	65 1/2	65 1/2	32 1/2	39
22....	94 1/2	93 1/2	94 1/2	93 1/2	94 1/2	93 1/2	94 1/2	93 1/2	65 1/2	65 1/2	31 1/2	38
23....	95 1/2	94 1/2	95 1/2	94 1/2	95 1/2	94 1/2	95 1/2	94 1/2	65 1/2	65 1/2	30 1/2	37
24....	96 1/2	95 1/2	96 1/2	95 1/2	96 1/2	95 1/2	96 1/2	95 1/2	65 1/2	65 1/2	29 1/2	36
25....	97 1/2	96 1/2	97 1/2	96 1/2	97 1/2	96 1/2	97 1/2	96 1/2	65 1/2	65 1/2	28 1/2	35
26....	98 1/2	97 1/2	98 1/2	97 1/2	98 1/2	97 1/2	98 1/2	97 1/2	65 1/2	65 1/2	27 1/2	34
27....	99 1/2	98 1/2	99 1/2	98 1/2	99 1/2	98 1/2	99 1/2	98 1/2	65 1/2	65 1/2	26 1/2	33
28....	100 1/2	99 1/2	100 1/2	99 1/2	100 1/2	99 1/2	100 1/2	99 1/2	65 1/2	65 1/2	25 1/2	32
29....	101 1/2	100 1/2	101 1/2	100 1/2	101 1/2	100 1/2	101 1/2	100 1/2	65 1/2	65 1/2	24 1/2	31
30....	102 1/2	101 1/2	102 1/2	101 1/2	102 1/2	101 1/2	102 1/2	101 1/2	65 1/2	65 1/2	23 1/2	30
31....	103 1/2	102 1/2	103 1/2	102 1/2	103 1/2	102 1/2	103 1/2	102 1/2	65 1/2	65 1/2	22 1/2	29

\* Old No. 2 Red sold at 81c to 82c early down to 80c. † New Oats sold from 52c on the 16th down later to 51c to 50c.

DAILY RANGE DURING AUGUST, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902.	WHEAT.				CORN.				OATS.			RYE.	
	No.2 RED.	SEPT.	DEC.	MAY.	No. 2	SEPT.	DEC.	YEAR.	No. 2.	SEPT.	DEC.	No. 2.	RYE.
1...	66 1/2 @	67 1/2	67 1/2	71 1/2	60 @	48 1/2	87 1/2 @	87 1/2	32 1/2	26 1/2 @	27	53	nom
2...	66 1/2	67 1/2	67 1/2	71	61 1/2	49 1/2	87 1/2	87 1/2	30	27	27	53	nom
3...	66 1/2	67 1/2	67 1/2	71	60	49 1/2	87 1/2	87 1/2	28 1/2	27	27	50	nom
4...	65 1/2	67 1/2	67 1/2	71	60 1/2	49 1/2	87 1/2	87 1/2	29 1/2	27	27 1/2	49	nom
5...	65 1/2	67 1/2	67 1/2	70 1/2	60 1/2	49 1/2	87 1/2	87 1/2	30	26 1/2	27	49	nom
6...	65 1/2	67 1/2	67 1/2	70	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	49	nom
7...	65 1/2	67 1/2	67 1/2	69 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	48	nom
8...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	48
9...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
10...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
11...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
12...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
13...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
14...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
15...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
16...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
17...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
18...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
19...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
20...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
21...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
22...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
23...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
24...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
25...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
26...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
27...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
28...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
29...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49
30...	65 1/2	67 1/2	67 1/2	68 1/2	60 1/2	47 1/2	87 1/2	87 1/2	30	26 1/2	27	47 1/2 @	49

THE CITY OF ST. LOUIS.

MAY Corn sold at from 87 1/2 c. down to 85 1/2 c.

DAILY RANGE DURING SEPTEMBER, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

MAY Oats sold during September at from  $29\frac{1}{4}$ c. off to  $28\frac{1}{4}$ c. up to  $29\frac{1}{4}$ c. bid, down to  $28\frac{1}{4}$ c.

DAILY RANGE DURING OCTOBER, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND  
 PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902	WHEAT.			CORN.			OATS.			RYE.	
	No. 2 Red.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	
										No. 2.	
1.....	67½	@ 68½	69	56½	38½	38½	30	28½	29½	bld	48½
2.....	67½	69	69	57½	39½	39½	30	28½	29½	@ 29½	48½
3.....	68½	67½	69½	58	40½	40½	30	29	30	@ 30½	48
4.....	68	68½	69½	58	40½	40½	30	27½	30½	30½ n	48½
6.....	68	68½	69	58	39½	39½	30½	29½	30½	30½ n	49
7.....	68½	67½	69½	58½	39½	39	31	29½	30½	ask	48½
8.....	69	67½	69½	59	39	39½	31	29	29½	30½	48½
10.....	68½	67½	69½	59	39½	39½	31	29½	29½	30½	48½
11.....	69	67½	69½	59½	39½	39½	31	29½	29½	ask	48½
13.....	69½	68½	70½	58	39½	39½	30½	28½	29½	29½	48½
14.....	70	70½	70½	57½	39½	39½	30½	28½	29½	29½	49
15.....	70½	69½	71½	58	40½	39½	31	28½	29½	29½	48½
16.....	70½	69½	71½	58	40½	39½	31	28½	29½	29½	49
17.....	71½	70½	72	57½	41½	39½	30½	29½	30½	ask	bld
18.....	71½	70½	72½	57½	41½	40	30½	29	30½	ask	49½
20.....	71	70½	72½	58	40½	39½	29½	28½	29½	nom	49
21.....	70	70½	71½	57	40½	39½	29½	28½	29½	nom	48½
22.....	70	70½	71½	57½	39½	39	30½	28½	29½	nom	49
23.....	70	70½	71½	57½	40	39½	30½	28½	29½	nom	48½
24.....	69½	70½	71½	57½	40½	39½	30½	28½	29½	ask	49
25.....	69½	70½	71½	57	40½	39½	30	28½	29½	nom	49
27.....	69½	70½	71½	*57	40½	39½	29½	28½	29½	nom	49
28.....	69½	70½	72½	57	39½	39½	30	28½	29½	ask	49
29.....	70½	69½	72½	56	39½	39½	30	28½	29½	nom	48½
30.....	69½	71	72½	56	39½	39½	30	28½	29½	nom	48½
31..	70	71	72½	56	40½	38½	29	28½	29½	ask	48½

\* New No. 2 sold at 48c (first of season) up to 46½@47c.

THE CITY OF ST. LOUIS.

DAILY RANGE DURING NOVEMBER, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

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DAILY RANGE DURING DECEMBER, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

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1902	WHEAT.				CORN.				OATS.				RYE.	
	No. 2 RED.		DEC.		JULY.		No. 2.		DEC.		MAY.		No. 2.	
1.....	69	@ 70	67½	@ 68	73½	70½	48½	@ 44	48½	39	@ 39½	32	81	47
2.....	69	70½	67½	68½	73½	71	45½	45½	45½	39½	39½	32	31½	48
3.....	70	70½	68½	68½	74	71	45½	45½	45½	39½	39½	32½	31½	48
4.....	70½	71½	68½	68½	74½	71½	45½	45½	45½	39½	39½	33½	31½	48
5.....	70½	70½	68½	68½	74½	71½	45½	45½	45½	39½	39½	33½	31½	48
6.....	70	71	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
7.....	70	71½ n	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
8.....	70	72 n	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
9.....	70½	72 n	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
10.....	71	72½ n	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
11.....	72	73	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
12.....	72½	74 n	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
13.....	73	73½	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
14.....	72½	73½	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
15.....	72½	73½	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
16.....	72	72½	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
17.....	72	72½	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
18.....	72½	73	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
19.....	72½	73	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
20.....	72½	73	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
21.....	73	74 n	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
22.....	73½	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
23.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
24.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
25.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
26.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
27.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
28.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
29.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
30.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48
31.....	74	74	68½	68½	74½	71½	45	45	45	39½	39½	33½	32	48

THE CITY OF ST. LOUIS.



GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST  
ST. LOUIS DURING THE YEAR 1902.

1902.	WINTER WHEAT.												SPRING WHEAT.					Total Cars.
CARS BY RAIL.	Red.					Hard Winter.			White Winter.			Mixed.						
	2	3	4	Rej'cted Wheat.	No Grade.	2	3	4	2	3	4	2	3	4	2	3		
January ...	166	10	7	8	3	192	24	1	6	1	..	6	49	8	2	5	488	
February...	227	80	9	4	1	805	5	2	...	...	...	2	86	2	1	....	624	
March.....	285	89	15	7	2	895	76	2	8	2	..	5	88	...	4	19	887	
April .....	294	28	8	.....	9	208	19	8	...	...	...	1	62	8	24	26	680	
May.....	582	15	9	1	4	501	16	.....	...	1	..	9	113	18	5	2	1,276	
June .....	428	66	18	6	24	225	11	1	...	...	...	5	40	...	11	5	840	
July.....	814	8,115	1,884	185	68	76	53	.....	...	7	10	4	4	...	21	19	5,710	
August.....	647	8,783	1,588	815	252	73	188	1	2	8	11	..	9	...	4	13	6,794	
September .	571	1,907	1,129	286	174	205	801	25	2	6	10	....	16	...	2	20	4,604	
October.....	445	1,728	857	200	48	247	461	79	1	8	4	7	10	1	4	18	4,108	
November..	441	1,591	726	196	84	188	587	43	...	12	2	80	20	4	8	8	8,880	
December..	204	598	520	73	5	75	285	22	...	1	..	51	81	1	....	4	1,520	
Totals ....	5,104	12,900	5,965	1,281	619	2,685	1,876	179	14	46	87	120	428	87	81	139	31,456	

SACK WHEAT INSPECTED.

	Sacks.
No. 2 Red Wheat.....	325,098
No. 3       ".....	460,541
No. 4       ".....	218,092
Rejected Wheat.....	42,586
No Grade.....	20,941
Total Sacks.....	1,067,208

	Cars.	Sacks.
Inspections—West Side.....	23,918	665,890
"       East Side .....	7,588	401,813

GRAIN INSPECTION.

REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1902.

1902. CARS.	CORN.										OATS.				RYE.			
	White.				Yellow.			Mixed.			No. 2		No. 3		No. 4		No. 5	
	2		3		3		3		3		3		3		3		3	
	2	3	4	5	2	3	4	5	2	3	4	5	2	3	4	5	2	3
January .....	188	806	1	159	260	859	1,825	187	2	2,782	122	808	257	886	48	8	1,145	13
February .....	46	199	8	88	96	96	842	81	...	850	108	248	147	225	27	8	758	7
March .....	54	189	15	44	97	108	249	24	...	775	82	262	210	167	83	8	768	27
April .....	88	168	1	68	182	94	186	14	...	750	57	199	114	126	72	8	582	7
May .....	81	216	...	62	176	185	281	80	...	1,036	142	228	81	262	54	9	901	7
June .....	100	96	2	19	44	145	114	11	...	541	140	106	105	181	141	87	611	14
July .....	89	46	4	8	3	586	172	16	...	871	12	74	70	112	269	191	768	19
August .....	85	84	34	2	2	57	128	15	...	857	15	92	191	101	519	192	1,155	41
September .....	72	167	37	19	15	92	90	22	...	516	18	103	831	172	412	804	1,446	180
October .....	22	69	9	...	...	81	120	18	...	843	18	148	428	279	485	284	1,898	89
November .....	61	193	9	8	19	296	1,117	68	...	1,771	2	82	881	78	185	122	863	182
December .....	228	298	28	12	89	1,580	1,785	160	...	4,088	8	70	280	66	147	119	644	52
Total cars .....	857	2,081	148	427	888	8,628	5,864	541	66	14,575	714	1,968	2,545	2,120	2,862	1290	11,264	538

SACKS CORN INSPECTED.

No.	2	3	4	5	Total	Sacks.
No. 2	188	806	1	159	260	7,891
No. 3	46	199	8	88	96	8,246
No. 4	54	189	15	44	97	15,726
No. 5	88	168	1	68	182	8,698
No. 6	81	216	...	62	176	8,508
No. 7	100	96	2	19	44	1,502
No. 8	89	46	4	8	3	40,089
No. 9	85	84	34	2	2	
No. 10	72	167	37	19	15	
No. 11	22	69	9	...	...	
No. 12	61	193	9	8	19	
No. 13	228	298	28	12	89	
Total Sacks .....						40,089

Inspections—	West Side	East Side	Corn, Oats, Rye, Oars.	Sacks.
Inspections—	28,455	18,614	5,484	588
“	7,119	7,456	5,780	802

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST  
CLOSE OF EACH**

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ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE  
WEEK, DURING 1902.

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**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST.  
OF EACH WEEK**

Saturday Evening.		No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.
Jan.	4.....	648,805	267,214	18,186	47,848	82,704
"	11.....	678,878	280,558	20,000	62,597	46,790
"	18.....	697,129	294,989		62,868	50,511
"	25.....	705,028	404,275		86,241	59,524
Feb.	1.....	696,279	428,267		56,463	72,747
"	8.....	686,914	481,618		52,515	65,448
"	15.....	695,117	489,781		48,890	46,150
"	22.....	676,890	476,830		34,972	42,009
March	1.....	691,024	507,691		24,121	45,557
"	8.....	688,847	226,559		25,296	46,696
"	15.....	577,090	175,816		25,251	51,274
"	22.....	509,110	65,594		25,601	42,741
"	29.....	419,129	84,465		20,762	33,099
April	5.....	860,106	26,920		17,021	14,429
"	12.....	200,746	11,789		9,861	11,486
"	19.....	166,196	5,479		2,008	...
"	26.....	185,641	5,402		1,008	...
May	3.....	79,711	4,296		5,039	2,147
"	10.....	77,754	6,455		8,426	8,770
"	17.....	75,448	8,591	2,000	1,859	6,152
"	24.....	74,949	1,987	1,169	768	952
"	31.....	94,766	8,008		.....	5,562
June	7.....	86,769	4,289		8,822	9,965
"	14.....	88,759	1,578		1,099	1,996
"	21.....	78,755	3,524		1,966	8,998
"	28.....	69,968	2,586		16,457	1,966
July	5.....	97,244	4,986		22,649	2,951
"	12.....	144,068	17,764		8,954	1,024
"	19.....	174,170	45,616		889	.....
"	26.....	349,019	50,874		897	.....
Aug.	2.....	459,588	35,818		1,162	.....
"	9.....	337,206	25,230		2,241	.....
"	16.....	157,724	25,280		2,241	.....
"	23.....	50,828	280		2,241	.....
"	30.....	26,969	2,471		4,785	.....
Sept.	6.....	29,224	280		8,184	.....
"	13.....	1,218	.....	686	2,947	1,246
"	20.....	318	.....		2,241	.....
"	27.....	7,914	.....		2,241	.....
Oct.	4.....	9,271	718		1,979	.....
"	11.....	9,236	2,075		.....	.....
"	18.....	5,172	962		.....	.....
"	25.....	696	.....		.....	.....
Nov.	1.....	257	8,626	682	.....	.....
"	8.....	2,653	11,787		.....	.....
"	15.....	4,145	6,189		.....	.....
"	22.....	7,083	18,591		8,870	8,756
"	29.....	56,826	89,959	2,146	24,872	84,972
Dec.	6.....	882,186	129,774	5,902	86,539	54,569
"	13.....	796,958	287,990	10,686	71,620	79,857
"	20.....	1,065,686	252,487	8,219	106,110	77,305
"	27.....	1,172,408	246,277	7,870	164,483	50,687

LOUIS IN PUBLIC ELEVATORS BY GRADES AT THE CLOSE DURING 1902.

Saturday Evening.		No. 4 White.	No. 2 Yellow.	No. 3 Yellow	No Grade.	Corn and Wheat Mixed.	Total Corn, bushels.
Jan.	4.....	2,025	114,857	67,819	.....	.....	1,186,908
"	11.....	2,025	114,602	79,457	1,389	.....	1,889,786
"	18.....	2,025	124,580	96,314	1,074	.....	1,450,676
"	25.....	2,025	125,402	104,080	1,074	1,080	1,512,681
Feb.	1.....	.....	180,880	115,254	1,074	1,080	1,552,887
"	8.....	.....	181,528	117,578	1,074	.....	1,603,218
"	15.....	.....	181,802	110,068	1,074	.....	1,559,594
"	22.....	.....	124,742	100,970	1,074	.....	1,505,284
March	1.....	.....	125,244	80,622	1,074	.....	1,272,821
"	8.....	.....	120,056	78,041	.....	.....	1,120,685
"	15.....	.....	119,847	64,287	.....	.....	1,041,802
"	22.....	.....	112,109	24,781	.....	.....	800,029
"	29.....	.....	88,491	6,914	.....	.....	611,186
April	5.....	.....	85,218	12,708	.....	.....	528,078
"	12.....	.....	81,658	9,729	.....	.....	880,120
"	19.....	.....	5,000	953	.....	.....	181,025
"	26.....	.....	5,488	805	.....	.....	148,700
May	3.....	.....	9,802	.....	.....	.....	101,818
"	10.....	.....	16,668	4,849	.....	.....	117,957
"	17.....	.....	15,014	3,069	1,571	.....	108,572
"	24.....	.....	8,207	502	.....	.....	88,518
"	31.....	8,888	8,740	981	1,048	.....	122,488
June	7.....	9,709	19,487	.....	.....	.....	184,871
"	14.....	8,888	10,713	1,951	.....	.....	114,414
"	21.....	11,128	.....	.....	.....	.....	98,780
"	28.....	8,888	7,102	.....	.....	.....	126,881
July	5.....	8,888	8,825	.....	.....	.....	145,049
"	12.....	8,888	8,825	.....	.....	.....	179,008
"	19.....	7,645	8,825	.....	.....	.....	282,145
"	26.....	7,645	2,426	.....	.....	.....	409,850
Aug.	2.....	.....	1,868	.....	.....	.....	497,908
"	9.....	.....	868	807	.....	.....	866,852
"	16.....	.....	695	807	1,004	.....	187,701
"	23.....	.....	695	.....	1,004	.....	54,994
"	30.....	.....	695	.....	.....	.....	84,770
Sept.	6.....	.....	695	.....	.....	.....	88,288
"	13.....	.....	.....	.....	566	.....	6,612
"	20.....	.....	.....	.....	.....	.....	2,459
"	27.....	782	.....	.....	.....	.....	10,986
Oct.	4.....	782	.....	.....	.....	.....	11,845
"	11.....	782	.....	.....	.....	.....	12,088
"	18.....	.....	.....	.....	.....	.....	6,154
"	25.....	.....	.....	.....	.....	.....	895
Nov.	1.....	.....	761	871	.....	.....	5,778
"	8.....	.....	.....	1,016	.....	.....	15,656
"	15.....	.....	.....	.....	.....	.....	10,828
"	22.....	.....	779	758	.....	.....	89,889
"	29.....	.....	8,192	1,880	11	.....	212,908
Dec.	6.....	.....	4,371	3,984	2,147	.....	628,421
"	13.....	.....	7,288	4,919	.....	.....	1,179,262
"	20.....	.....	16,991	8,293	.....	.....	1,564,841
"	27.....	741	21,188	7,284	.....	.....	1,660,857

**STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC  
AT CLOSE OF EACH**

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**OATS.**

# ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE WEEK DURING 1902.

RYE.						BARLEY.
Saturday Evening.	No. 2.	No. 3.	No. 4.	No Grade.	Total Rye. Bushels.	Total Barley. Bushels.
Jan. 4.....	96,528	17,652			114,180	8,429
" 11.....	94,814	16,538			111,352	8,179
" 18.....	90,458	12,587			103,045	10,409
" 25.....	90,818	12,294			103,112	22,229
Feb. 1.....	90,458	11,766			102,224	16,144
" 8.....	90,463	11,766			102,229	16,869
" 15.....	90,458	11,766			102,224	23,884
" 22.....	89,621	11,766			101,387	49,964
Mch. 1.....	88,447	11,766			97,213	47,544
" 8.....	86,097	11,877			98,474	43,971
" 15.....	80,097	11,877			91,474	40,198
" 22.....	80,097	11,877			91,474	87,923
" 29.....	80,501	11,877			91,978	85,968
April 5.....	79,286	11,028			90,314	21,848
" 12.....	71,899	11,028			82,427	11,773
" 19.....	68,124	1,478			67,597	9,498
" 26.....	65,354	1,478			66,832	5,589
May 3.....	57,677	1,478			59,155	5,047
" 10.....	41,525	1,478			42,998	2,860
" 17.....	82,588	1,478			84,066	
" 24.....	83,782	1,478			84,260	
" 31.....	16,476	965			17,440	
June 7.....	14,101					
" 14.....	8,828					
" 21.....	1,948					
" 28.....	2,018					
July 5.....	3,018	861				
" 12.....	2,018	917				
" 19.....	2,940	1,639				
" 26.....	2,495	3,829				
Aug. 2.....	2,495	3,908				
" 9.....	2,495	4,119				
" 16.....	2,826	4,989				
" 23.....	3,059	7,408				
" 30.....	6,645	7,709				
Sept. 6.....	3,182	6,886		678		
" 13.....	3,275	7,047		1,219		
" 20.....	18,007	10,787		2,918		
" 27.....	26,405	10,708		8,876		
Oct. 4.....	84,710	11,581		4,188		
" 11.....	84,710	10,786		4,188		
" 18.....	82,710	12,208		2,921		
" 25.....	29,019	11,298		1,880		
Nov. 1.....	27,880	12,012		1,880		
" 8.....	63,802	11,819		1,880		
" 15.....	26,842	11,816		1,880		
" 22.....	82,974	15,582		1,880		
" 29.....	29,195	16,939		1,880		
Dec. 6.....	27,848	17,061		1,880		
" 13.....	12,580	13,922		2,088		
" 20.....	9,298	14,124		1,011		
" 27.....	6,639	10,896		1,011	21,098	



# STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1902.

1902.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
January 4.....	71	88	42,708	118,180	8,429
11.....	116	98	60,141	111,662	8,179
18.....	60	76	94,572	108,140	10,409
25.....	12	31	187,889	108,112	22,228
February 1.....	31	87	177,115	102,219	16,144
8.....	62	18	728,965	102,219	15,860
15.....	88	84	242,638	102,219	28,384
22.....	89	84	222,038	101,887	46,864
March 1.....	74	31	226,508	97,218	47,544
8.....	44	85	268,017	96,474	48,971
15.....	57	82	245,452	91,474	40,193
22.....	86	89	281,889	91,474	87,823
29.....	61	86	180,264	91,878	86,988
April 5.....	24	78	151,681	90,814	21,848
12.....	88	20	128,607	82,427	11,772
19.....	74	86	106,680	67,597	9,498
26.....	58	80	98,264	66,827	5,560
May 3.....	81	18	88,889	59,150	5,847
10.....	88	67	74,840	42,898	2,800
17.....	88	72	47,712	84,056	.....
24.....	87	18	28,880	84,235	.....
31.....	84	83	87,898	17,440	.....
June 7.....	78	.....	18,214	14,101	.....
14.....	86	114,414	3,878	8,828	.....
21.....	14	98,780	.....	1,948	.....
28.....	27	126,881	.....	2,018	.....
July 5.....	88	145,049	.....	2,878	.....
12.....	51	179,008	.....	8,177	.....
19.....	86	282,145	8,876	8,096	.....
26.....	87	409,850	7,928	6,920	.....
August 2.....	89	497,906	48,574	6,920	.....
9.....	82	686,552	8,116	7,868	.....
16.....	88	187,701	18,588	8,861	.....
23.....	89	64,894	18,827	11,844	.....
30.....	76	84,770	18,222	16,686	.....
September 6.....	89	88,288	28,886	11,686	.....
13.....	82	6,612	85,264	14,007	.....
20.....	89	2,459	64,438	85,872	.....
27.....	80	10,988	71,915	44,056	.....
October 4.....	88	11,845	54,588	54,190	.....
11.....	85	12,088	41,928	54,411	.....
18.....	89	6,154	48,124	54,018	.....
25.....	58	886	89,537	47,924	.....
November 1.....	51	5,778	84,882	47,158	.....
8.....	88	15,658	49,248	52,158	.....
15.....	29	10,828	42,819	47,683	.....
22.....	84	89,888	48,480	57,803	.....
29.....	81	212,808	89,228	55,207	.....
December 6.....	88	628,421	80,566	54,891	.....
13.....	24	1,179,262	17,962	84,580	.....
20.....	88	1,564,841	17,282	27,634	.....
27.....	88	1,680,857	24,248	21,098	.....

## STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLUDED IN ABOVE.

	Bushels.		Bushels.		Bushels.
Jan. 1.....	558,700	May 1.....	246,000	Sept. 1.....	738,800
Feb. 1.....	489,200	June 1.....	155,000	Oct. 1.....	704,000
March 1.....	418,700	July 1.....	186,000	Nov. 1.....	774,000
April 1.....	885,000	August 1.....	887,000	Dec. 1.....	884,800

**VISIBLE SUPPLY OF GRAIN FOR 1902.**

**AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES  
AND CANADA AND IN TRANSIT DURING 1902, AS REPORTED  
BY THE CHICAGO BOARD OF TRADE.**

### RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1902.

### RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1899.	1900.	1901.	1902.
Flour.....	Barrels.	19,896,413	19,204,540	19,464,280	19,197,880
Wheat.....	Bushels.	96,707,390	84,581,219	136,893,942	119,112,084
Corn.....	"	184,862,179	179,709,682	108,844,180	25,942,684
Oats.....	"	88,161,522	76,424,089	70,129,542	58,361,982
Rye.....	"	5,792,128	2,794,327	8,611,008	5,972,594
Barley.....	"	14,781,091	10,294,913	4,800,705	4,073,369

### EXPORTS FROM THE UNITED STATES BY CLASSES DURING THE CALENDAR YEARS 1899, 1900, 1901 AND 1902.

As reported by Bureau of Statistics, Washington.

	1899.	1900.	1901.	1902.
Agriculture.....	\$782,183,406	\$904,655,411	\$940,341,149	\$819,882,105
Manufactures.....	380,787,891	441,408,942	395,144,080	410,650,967
Mining.....	33,279,187	39,222,969	40,416,597	38,085,384
Forest.....	47,662,121	54,481,146	50,491,255	52,981,225
Fisheries. . . . .	5,687,077	8,074,684	7,426,684	8,518,399
Miscellaneous.....	3,532,663	5,169,027	4,858,936	5,225,511
Totals.....	\$1,252,932,844	\$1,453,010,112	\$1,438,078,651	\$1,338,288,491
Foreign.....	22,535,627	24,288,001	27,297,209	27,418,444
Grand totals, \$1,275,467,971		\$1,477,940,113	\$1,465,875,860	\$1,365,701,935

## MISSOURI CROP REVIEW, 1902.

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By GEO. B. ELLIS, Secretary State Board of Agriculture.

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### WHEAT.

A greatly increased acreage was sown in the fall of 1901. This was due to two reasons. First, to the fact that the yield of each of the crops harvested in 1900-1901 were above the average production and of excellent quality, and second, on account of the disastrous drouth in 1901, a great many farmers sowed wheat for pasture to help take the stock through the winter. In sections where there was sufficient moisture and where the wheat was sowed in well-prepared lands the fall and spring pasture more than paid for the seed and expense of seeding. Over the northern and central parts of the State the winter was very dry during the early part of the season of 1902 and the seed made little growth, but as the season advanced there was sufficient rain to mature a bountiful crop. In many of the southwestern counties there were good rains in the fall of 1901, and the rain continued in the following spring and the wheat made rank growth causing it to lodge badly which reduced the yield. The fields that were pastured heavily in this section produced the best crop. In some of the southeastern counties wheat was injured by a heavy sleet in the winter which reduced the yield in that section. The quality of wheat at the harvest was not up to the standard of the crops of 1901. The grain was rather small and on account of the excessive rains which continued from the time of harvest to late in the season over a great portion of the State, a great amount of damage was done to crops in the shock and stack and much of it was fit for nothing but stock feed. The acreage given in the table below is based upon the census report for 1900. There are some differences between the acreage given and the estimates last year which are caused by correcting the figures upon the census basis.

### WHEAT SOWN, FALL OF 1902.

The present wheat crop was sown considerably later than the average and at the beginning of winter most of it was small affording very little protection for the winter. In a few localities the Hessian fly did considerable damage, a few reported damage from rust, some from plant lice and several reported injury from too much rain causing the wheat to rot before germinating. But taking the crop as a whole it was in excellent condition December 1st, as may be seen in the table.

The acreage sown this year is about 11% below that sown last year, the greatest decrease being in a group of counties in the western part of the

State including, Pettis, Johnson, Cass, Bates, Henry, Vernon, St. Clair and Benton. However, these are not large wheat-producing counties. Several correspondents placed the acreage in their localities in the above named counties as low as 10 to 30% of the acreage of the previous year. One-fourth of the correspondents reporting for the State reported an increased acreage. It should be remembered that last year's crop was much larger than the average and that the crop now sown was 42% larger than the crop harvested in 1900.

Further detailed information is given in the following table:

\* WHEAT.

FOR CROP HARVESTED 1902.	N. E. Section, 20 Counties.	N. W. Section, 21 Counties.	Central Section, 21 Counties.	S. W. Section, 23 Counties.	S. E. Section, 29 Counties.	Whole State, 114 Counties.
Acres harvested.....	408,800	818,800	518,900	1,167,100	758,800	3,166,900
Acreage compared with 1901, percent...	189	187	124	198	113	151.44
Average yield per acre, bushels.....	22.4	22.4	22.0	18.0	16.4	19.3
Total yield in bushels	9,146,000	7,141,000	11,806,000	21,006,000	12,444,000	61,043,000
Quality of grain at time of harvest, per- cent.....	95	98	92	94	88	92
Average price per bushel on farm Nov. 1, 1901, cents.....	59.2	57.4	54.4	55.2	58.9	.....
Total value. ....	\$5,414,432	\$4,098,984	\$6,150,464	\$11,596,416	\$7,229,516	\$34,490,000
New crop sown fall of 1902. Percent of acreage sown com- pared with previous year.....	99	80	90	80	101	89.1
Total acreage.....	404,200	265,000	462,600	983,700	766,400	2,821,900
Condition of growing plant Dec. 1, percent	100	96	98	90	101	96
Condition at same time 1901.....	88	100	90	95	86	91

CORN.

The corn crop is king in Missouri. The value of the crop for this year is equal to the combined value of all other farm products. Corn being the main crop, there is less variation in the area devoted to corn than to any other crop except perhaps the area devoted to grass. The season of 1902 was generally favorable for the growth of the corn crop, although in several of the extreme southeastern counties the crop was damaged by drouth, and in a large number of southwestern counties extensive rains prevented proper cultivation and reduced the yield. Taking the State as a whole, the yield is the largest on record. The total production 807,800,000 bushels. This gives Missouri first rank in the United States in average yield, and only second in total production. The largest crop previous to this was in 1895, when the total yield was 250,000,000 bushels. This makes an increase above that year of 57,000,000 bushels. The average yield for the State is 40 bushels, which is two bushels above the yield of the highest previous year, which was also in 1895, when the average production was 38 bushels. The quality of the grain is generally good, although some damage has been

sustained on account of the extremely wet season. The average quality of the crop is 98, compared with average of 45 the previous year. The total value of the crop, not including the value of the fodder, is \$197,039,000.

The five counties in the State having the largest acreage planted in corn are in order named as follows: Nodaway, Bates, Atchison, Saline, Vernon. A great many farms in different parts of the State have made phenomenal yields. A number have been reported making from 75 to 110 bushels per acre. Further detailed information is given in the following tables:

## \* CORN.

FOR CROP HARVESTED 1902.	N. E. Section, 20 Counties.	N. W. Section, 21 Counties.	Central Section, 21 Counties.	S. W. Section, 23 Counties.	S. E. Section, 29 Counties.	Whole State, 114 Counties.
Acres in cultivation 1902.....	1,509,000	2,863,000	1,171,000	1,781,000	919,000	7,698,000
Acreage compared with crop 1901, per- cent.....	108	105	104	98	98	102
Average yield per acre, bushels, 1902...	43.8	43.6	41.8	35.5	31.8	.....
Total yield in bushels, 1902.....	65,840,000	108,026,000	48,321,000	61,451,000	29,226,000	307,864,000
Farm price Nov. 1, 1902, per bush., cents	30.6	31.4	29.5	31.7	37.5	32.1
Farm price Nov. 1, 1901, per bush., cents	55	54	61	63	72	62
*Total value crop 1902	\$19,994,000	\$32,350,000	\$14,255,000	\$19,480,000	\$10,960,000	\$97,039,000
Average quality grain 1902, percent.....	98	98	98	96	98	96
Average quality grain 1901, percent.....	54	55	40	38	33	45
Percent damage by frost, crop 1902.....	.8	.5	.3	.2	.6	1.8
Percent fodder crop harvested 1902.....	23	24	34	27	48	31

\* Grain only, does not include forage value.

NOTE.—The acreage given in the above tables for Corn and Wheat have been corrected upon the basis of the census of 1899.

## OATS.

On account of the high price of seed oats in the spring, the acreage sown to oats was decreased 15% below the previous year. The oats in some localities failed to germinate or were killed by late freezing, and about 3% of the oat crop sown was plowed up and planted to other crops. The greatest decrease of acreage was in the southwest section, which was caused largely by it being too wet for seeding at the proper time. The average yield of the crop this year was 31 bushels per acre and of good quality at the time of harvesting, but on account of rain during and after harvest, the crop was damaged 25%.

## MEADOWS.

The area devoted to the hay crop has been in the past few years about as stable as the area devoted to any of the principal farm crops. However, on account of the drouth last year which killed out a great many meadows,

the area this year has been reduced 15%. The average per acre is given by all correspondents for timothy, 1.6, clover 1.75 tons. The average yield of timothy for the past five years has been 1.55 tons. The average price of timothy per ton on November 1st, this year, was \$6.57 and for clover, \$5.86. The value of the hay crop in the State is exceeded only by the value of wheat and corn.

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### THE FRUIT CROP.

By L. A. GOODMAN, Secretary Missouri State Horticultural Society.

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The apple crop was only about one-half and the peach crop only one-fourth. The cold killed the buds, and only a very small portion of the trees bore any crop at all.

Missouri has about 20,000,000 trees in orchard, the largest area of any State in the Union, and it will not be many years before this State will be first in number of bushels produced.

The increase in acreage of apple and peach trees, is somewhat phenomenal, and there seems to be no let up. The apple crop of the year is valued at \$6,000,000. The peach crop \$1,000,000, the berry crop \$2,000,000 and other fruits \$1,000,000.

ACREAGE, PRODUCTION AND VALUE OF CORN IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

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## ACREAGE, PRODUCTION AND VALUE OF WHEAT IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield p'r Acre.	Production.	Value per bushel.	Total Value.
Maine.....	7,419	23.9	177,814	97	171,995
New Hampshire.....	.....	.....	.....	.....	.....
Vermont.....	1,742	18.7	32,578	94	30,620
Massachusetts.....	.....	.....	.....	.....	.....
Rhode Island.....	.....	.....	.....	.....	.....
Connecticut.....	.....	.....	.....	.....	.....
New York.....	897,828	18.1	.....	82	.....
New Jersey.....	122,741	16.6	.....	73	.....
Pennsylvania.....	1,676,070	17.1	.....	72	.....
Delaware.....	118,829	18.5	.....	71	.....
Maryland.....	774,186	17.3	.....	71	.....
Virginia.....	868,091	10.9	.....	78	.....
North Carolina.....	777,265	9.7	.....	83	.....
South Carolina.....	259,160	8.8	.....	96	.....
Georgia.....	870,995	8.2	.....	94	.....
Florida.....	.....	.....	.....	.....	.....
Alabama.....	182,788	8.7	1,155,266	89	1,016,625
Mississippi.....	4,899	8.8	59,628	86	51,216
Louisiana.....	.....	.....	.....	.....	.....
Texas.....	.....	8.9	.....	78	.....
Arkansas.....	.....	8.9	.....	76	.....
Tennessee.....	.....	10.8	.....	74	.....
West Virginia.....	.....	10.9	.....	77	.....
Kentucky.....	.....	12.1	.....	73	.....
Ohio.....	.....	15.8	.....	71	.....
Michigan.....	.....	11.1	.....	71	.....
Indiana.....	.....	15.8	.....	76	.....
Illinois.....	.....	17.6	.....	69	.....
Wisconsin.....	.....	16.1	.....	68	.....
Minnesota.....	.....	12.9	.....	69	.....
Iowa.....	.....	16.2	.....	69	.....
Missouri.....	.....	18.9	.....	69	.....
Kansas.....	.....	18.6	.....	59	.....
Nebraska.....	.....	17.1	.....	54	.....
South Dakota.....	.....	13.9	.....	58	.....
North Dakota.....	.....	18.1	.....	54	.....
Montana.....	.....	26.5	.....	67	.....
Wyoming.....	.....	24.5	.....	69	.....
Colorado.....	.....	24.1	.....	67	.....
New Mexico.....	.....	21.6	.....	72	.....
Arizona.....	.....	21.8	.....	85	.....
Utah.....	.....	20.5	.....	70	.....
Nevada.....	.....	25.1	.....	86	.....
Idaho.....	.....	21.2	.....	61	.....
Washington.....	.....	29.1	.....	47	.....
Oregon.....	.....	21.1	.....	54	.....
California.....	.....	18.0	.....	.....	.....
Oklahoma.....	.....	16.4	.....	.....	.....
Indian Territory.....	.....	12.2	.....	.....	.....
Total.....	49,695,514	16.0	748,460,216	62.4	\$467,800,156

## ACREAGE, PRODUCTION AND VALUE OF OATS IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield p'r Acre.	Production.	Value per bushel	Total Value.
	Acres.	Bushels.		Cents.	
Maine.....	115,808	35.0		50	\$ 2,017,800
New Hampshire.....	12,808	29.5		52	188,729
Vermont.....	76,255	33.0		50	1,286,208
Massachusetts.....		31.0		55	115,735
Rhode Island.....		29.4		54	25,545
Connecticut.....		28.7		54	159,382
New York.....		31.6		48	18,483,902
New Jersey.....		16.0		47	542,816
Pennsylvania.....		18.9		45	10,000,045
Delaware.....		18.5		45	45,463
Maryland.....		18.8		41	841,850
Virginia.....		14.9		42	1,561,502
North Carolina.....		14.4		51	1,800,550
South Carolina.....		15.8		52	2,805,694
Georgia.....		14.8		57	9,041,275
Florida.....		13.1		72	
Alabama.....		14.5		54	
Mississippi.....		15.2		53	
Louisiana.....		13.4		50	
Texas.....		16.8		50	
Arkansas.....		12.3		57	
Tennessee.....		17.5		45	
West Virginia.....		18.7		43	
Kentucky.....		19.7		41	
Ohio.....		31.5		39	
Michigan.....		29.0		41	
Indiana.....		28.6		33	
Illinois.....		28.2		40	
Wisconsin.....		29.1		39	
Minnesota.....		32.1		34	
Iowa.....		29.8		35	
Missouri.....		11.2		45	
Kansas.....		18.6		43	
Nebraska.....		19.8		37	
South Dakota.....		26.8		34	
North Dakota.....		32.6		33	
Montana.....		42.0		36	
Wyoming.....		41.0		43	
Colorado.....		31.6		50	
New Mexico.....		31.6		59	
Arizona.....		35.0		50	
Utah.....		33.0		51	
Nevada.....		48.0		70	
Idaho.....		38.8		44	
Washington.....		47.5		35	
Oregon.....	284,808	31.5		34	
California.....	160,768	31.4		44	
Oklahoma.....	191,200	20.7		50	
Indian Territory.....	165,206	26.0		46	
Total.....	28,541,476	25.9	786,908,734	39.9	298,688,777

## ACREAGE, PRODUCTION AND VALUE OF RYE IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield p'r Acro.	Production.	Value per bushel	Total Value.
	Acrea.	Bushels.	Bushels.	Cents.	
Vermont.....	1,968	18.3		80	\$ 28,788
Massachusetts.....	4,544	15.9		79	57,078
Connecticut.....	10,935	18.0		72	141,199
New York.....	163,183	14.9		62	1,507,435
New Jersey.....	69,806	15.0		59	613,576
Pennsylvania.....	333,693	15.9		68	3,659,505
Delaware.....	1,125	15.3		55	9,933
Maryland.....	21,814	14.4		56	175,908
Virginia.....	29,788	11.1		61	194,551
North Carolina.....	26,191	8.5		78	178,647
South Carolina.....	4,270	7.7		111	38,496
Georgia.....	14,497	7.6		106	116,738
Alabama.....	1,940	8.0		104	15,209
Texas.....	5,525	11.1		96	59,496
Arkansas.....	2,512	8.7		89	19,450
Tennessee.....	14,658	11.8		74	122,570
West Virginia.....	12,169	12.0		65	94,918
Kentucky.....	15,897	14.0		67	144,890
Ohio.....	15,744	16.9		55	146,841
Michigan.....	156,857	14.0		53	1,241,919
Indiana.....	41,279	14.5		58	317,229
Illinois.....	75,855	17.0		57	730,190
Wisconsin.....	322,110	15.9		52	2,669,205
Minnesota.....	97,968	19.8		49	926,626
Iowa.....	76,625	18.4		50	704,930
Missouri.....	20,877	14.2		67	198,967
Kansas.....	89,918	14.8		55	699,301
Nebraska.....	155,475	15.0		46	1,072,778
South Dakota.....	88,859	14.4		43	239,877
North Dakota.....	24,550	18.9		43	145,696
Montana.....	1,894	26.7		80	29,891
Wyoming.....	1,023	24.0	24,624	80	19,899
Colorado.....	2,659	16.1	42,810	63	26,543
Utah.....	8,359	14.2	47,698	65	31,004
Idaho.....	1,856	15.0	20,840	67	13,526
Washington.....	3,093	17.5	54,190	62	33,662
Oregon.....	10,116	15.7	158,521	65	104,523
California.....	68,097	12.8	845,914	57	482,171
Oklahoma.....	3,535	14.9	52,818	70	36,638
Total.....	1,937,505	15.8	80,844,980	55.7	\$ 15,908,742

## ACREAGE, PRODUCTION AND VALUE OF BARLEY IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield p'r Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bushels.	Bushels.	Cents.	
Maine.....	8,658	27.5	238,095	67	\$ 159,524
New Hampshire.....	1,852	21.5	39,818	80	31,854
Vermont.....	12,577	29.8	372,279	66	245,704
New York ....	120,272	14.0	1,683,808	56	942,982
Pennsylvania.....	9,057	17.2	155,780	59	91,910
Maryland.....	1,545	18.0	27,810	52	14,461
Virginia.....	2,824	24.9	70,318	47	33,049
Texas.....	4,870	18.5	89,745	88	57,856
Tennessee.....	1,541	16.8	25,889	70	18,122
Kentucky.....	996	19.4	19,822	71	13,719
Ohio.....	80,780	24.9	766,422	51	390,875
Michigan.....	40,298	22.8	918,680	54	496,087
Indiana.....	12,853	25.4	818,766	51	160,021
Illinois.....	21,022	24.5	515,039	53	272,971
Wisconsin.....	496,855	27.2	13,419,256	51	6,843,821
Minnesota.....	840,334	25.8	21,680,617	45	9,756,278
Iowa.....	529,380	28.6	12,493,868	47	5,871,888
Missouri.....	1,637	16.5	27,010	55	14,856
Kansas.....	137,563	15.9	2,187,252	45	984,263
Nebraska.....	74,293	16.0	1,188,688	41	487,862
South Dakota.....	291,186	22.4	6,522,566	42	2,739,478
North Dakota.....	257,409	28.2	7,258,984	40	2,903,574
Montana.....	16,896	39.0	639,522	57	364,528
Wyoming.....	1,249	32.5	40,592	65	26,885
Colorado.....	20,811	28.7	597,276	63	376,284
New Mexico.....	1,106	31.7	35,123	65	22,831
Arizona.....	13,280	28.7	381,136	68	259,172
Utah.....	8,552	35.0	299,320	53	158,640
Nevada.....	6,828	33.0	225,324	70	157,727
Idaho.....	34,301	40.2	1,378,900	53	730,817
Washington.....	133,405	43.5	5,803,118	41	2,379,278
Oregon.....	61,707	30.6	1,888,234	49	925,285
California.....	1,089,785	26.0	28,334,410	41	11,617,108
Oklahoma.....	14,523	22.0	319,506	49	156,558
Total.....	4,295,744	25.6	109,982,924	45.2	49,705,163

## ACREAGE, PRODUCTION AND VALUE OF BUCKWHEAT IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bushel	Bushels.	Cents.	
Maine.....	25,470	81.7	807,899	48	\$ 887,552
New Hampshire .....	1,915	21.0	40,215	55	22,118
Vermont.....	10,158	25.1	254,840	59	150,356
Massachusetts .....	2,528	18.9	47,685	61	29,068
Connecticut.....	8,644	18.0	65,592	65	42,635
New York.....	888,899	18.8	6,861,901	57	8,626,284
New Jersey .....	18,968	19.0	265,297	52	187,954
Pennsylvania .....	242,402	19.5	4,726,839	56	2,647,090
Delaware .....	1,505	17.8	26,789	55	14,734
Maryland .....	8,875	17.5	146,562	60	87,987
Virginia.....	18,462	15.9	298,546	56	164,386
North Carolina.....	5,348	15.6	83,351	62	51,678
Tennessee.....	900	14.2	12,790	59	7,540
West Virginia .....	21,024	20.6	483,094	59	255,525
Ohio .....	10,286	16.1	165,605	60	99,363
Michigan .....	44,789	14.1	681,525	51	822,078
Indiana.....	6,816	18.1	82,740	61	50,471
Illinois .....	5,819	11.0	58,509	70	40,956
Wisconsin.....	80,670	12.4	880,808	59	224,882
Minnesota.....	5,502	14.5	79,779	62	49,463
Iowa .....	8,042	18.5	108,567	70	75,997
Missouri.....	1,962	6.0	11,772	76	8,947
Kansas .....	1,960	7.9	15,484	75	11,618
Nebraska.....	983	11.5	11,804	58	6,556
North Dakota.....	1,257	11.5	14,456	60	8,674
Total .....	811,164	18.6	15,125,989	56.8	8,528,817

ACREAGE, PRODUCTION AND VALUE OF THE POTATO AND  
HAY CROPS OF THE UNITED STATES IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

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# ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acrea.	Bush.	Bushels.	Cents.	
Maine.....	14,068	21.7	305,167	74	\$ 225,624
New Hampshire.....	28,761	28.8	81	78	489,196
Vermont.....	57,718	21.8	52	68	656,611
Massachusetts.....	46,670	81.8	71	74	1,060,971
Rhode Island.....	10,822	28.4	46	78	228,653
Connecticut.....	84	81.6	71	74	1,222,237
New York.....	80	25.0	50	67	10,807,002
New Jersey.....	70	84.5	65	56	5,656,516
Pennsylvania.....	68	86.1	28	68	81,121,867
Delaware.....	84	28.0	52	49	2,567,478
Maryland.....	62	82.4	17	51	10,393,239
Virginia.....	48	22.0	56	52	21,499,741
North Carolina.....	82	18.9	90	60	22,578,728
South Carolina.....	87	10.4	05	69	18,102,206
Georgia.....	81	9.0	79	73	26,818,606
Florida.....	00	8.6	40	77	8,969,098
Alabama.....	17	8.4	28	67	18,559,627
Mississippi.....	25	11.5	68	61	15,041,789
Louisiana.....	91	12.6	52	66	11,077,943
Texas.....	87	8.1	15	66	29,612,494
Arkansas.....	71	21.8	42	49	24,820,971
Tennessee.....	47	21.9	29	47	84,848,226
West Virginia.....	61	26.6	16	54	11,076,813
Kentucky.....	91	27.0	57	42	87,839,210
Ohio.....	24	68.0	12	42	51,075,575
Michigan.....	99	26.4	14	52	18,800,788
Indiana.....	57	67.9	42	86	61,679,571
Illinois.....	90	88.7	16	86	124,077,110
Wisconsin.....	45	28.2	49	50	21,212,674
Minnesota.....	21	22.8	59	40	18,580,634
Iowa.....	98	82.0	16	83	96,236,385
Missouri.....	95	89.0	05	83	87,196,760
Kansas.....	98	29.9	21	84	78,753,911
Nebraska.....	82	82.8	78	80	75,756,052
South Dakota.....	38	18.9	23	41	12,223,257
North Dakota.....	30	19.4	80	45	721,971
Montana.....	14	22.0	08	72	58,880
Wyoming.....	34	19.6	06	59	47,650
Colorado.....	37	16.5	00	89	1,126,810
New Mexico.....	19	22.0	06	78	688,558
Arizona.....	12	20.2	10	101	158,065
Utah.....	10	20.1	31	67	145,578
Idaho.....	5,142	24.7	77	62	78,744
Washington.....	10,014	28.0	13	65	149,709
Oregon.....	17,045	28.4	18	66	268,248
California.....	60,800	80.5	30	77	1,416,146
Oklahoma.....	1,569,681	25.9	10	69	15,795,840
Indian Territory.....	1,540,878	24.9	12	48	16,584,544
United States.....	94,048,618	26.8	2,528,648,812	40.8	\$1,017,017,849

ACREAGE, PRODUCTION AND VALUE OF THE WHEAT CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	WINTER WHEAT.					SPRING WHEAT.				
	Acres.	Yield per Acre.	Production.	Value per Bushel	Total Value.	Acres.	Yield per Acre.	Production.	Value per Bushel	Total Value.
Maine.....				Cents.		Acres.	Bush.	Bushels.	Cents.	\$
Vermont.....	478,196	16.8	8,033,696	79	6,346,617	8,888	26.8	212,090	92	185,128
New York.....	106,004	16.0	1,696,064	76	1,289,009	1,726	18.8	82,430	109	85,849
New Jersey.....	1,558,745	15.8	24,628,171	78	17,978,565					
Pennsylvania.....	108,660	16.5	1,792,890	75	1,344,668					
Delaware.....	757,090	14.7	11,129,223	72	8,013,041					
Maryland.....	687,806	5.7	3,635,494	79	2,872,040					
Virginia.....	576,558	5.3	3,055,757	92	2,811,296					
North Carolina.....	267,673	5.6	1,498,969	102	1,528,948					
South Carolina.....	284,531	6.0	1,707,186	98	1,678,042					
Georgia.....	105,486	6.0	632,916	93	588,612					
Alabama.....	8,488	8.0	27,904	85	23,718					
Mississippi.....	959,253	9.0	8,633,277	77	6,647,623					
Texas.....	246,801	9.1	2,245,889	67	1,504,746					
Arkansas.....	840,381	7.2	6,050,743	76	4,598,565					
Tennessee.....	356,264	7.7	2,743,233	82	2,249,451					
West Virginia.....	807,692	9.3	7,511,536	74	5,558,537					
Kentucky.....	2,124,759	17.1	86,333,379	71	25,796,699					
Ohio.....	1,056,114	17.7	18,693,218	69	12,898,820					
Michigan.....	2,217,778	16.0	35,484,448	68	24,129,425					
Indiana.....	1,821,837	17.9	32,601,932	59	19,235,140					
Illinois.....	120,058	18.3	2,197,061	64	1,406,119					
Wisconsin.....						412,046	18.1	7,458,083	64	4,778,141
Minnesota.....						5,787,583	18.9	79,752,404	61	48,648,968
Iowa.....	80,401	17.5	1,407,018	55	778,860	1,094,490	12.3	13,462,227	55	7,404,225
Missouri.....	2,827,462	19.9	56,266,494	58	32,634,567					
Kansas.....	4,162,965	10.4	43,294,896	55	23,812,160					
Nebraska.....	1,886,362	23.2	43,972,896	49	21,546,475					
South Dakota.....						282,854	10.9	2,582,659	55	1,392,962
North Dakota.....						629,788	13.9	8,754,053	49	4,239,493
Montana.....						8,604,847	12.2	43,978,033	57	25,084,629
Wyoming.....						8,954,229	15.9	62,872,241	58	36,465,900
Colorado.....						90,583	26.0	2,355,158	62	1,460,198
New Mexico.....						23,130	28.5	543,555	81	440,280
Arizona.....						293,770	18.0	5,287,860	75	3,965,895
Utah.....						45,624	17.1	780,170	86	670,946
Nevada.....						18,754	18.7	350,700	105	368,285
Idaho.....						176,824	21.2	3,748,669	76	2,848,988
Washington.....	181,222	22.0	2,896,884	70	2,020,819	19,839	27.1	537,687	98	526,894
Oregon.....	808,315	25.7	7,923,696	65	5,150,402	141,858	22.1	3,135,062	70	2,194,543
Nevada.....	898,845	22.0	8,774,590	67	5,878,975	757,139	20.8	15,748,491	65	10,286,519
California.....	2,062,679	10.9	22,374,201	80	17,899,861	878,532	17.8	6,787,870	67	4,514,873
Oklahoma.....	1,087,747	11.1	12,073,992	58	7,002,915					
Indian Territory.....	201,754	12.3	2,481,574	61	1,513,760					
United States.....	28,581,426	14.4	411,788,688	64.8	\$268,727,475	17,620,998	14.7	258,274,842	60.2	\$155,496,642



# ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acro.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.		Cents.	
Maine.....	116,461	80.0		45	\$ 2,043,691
New Hampshire.....	11,964	85.0		44	153,794
Vermont.....	77,780	40.0		48	1,837,816
Massachusetts.....	6,516	82.2		46	94,417
Rhode Island.....	1,732	86.2		43	26,804
Connecticut.....	10,181	84.6		41	144,010
New York.....	1,534,584	40.0		86	19,078,723
New Jersey.....	67,852	82.2		89	862,086
Pennsylvania.....	1,228,868	86.6		84	16,312,303
Delaware.....	5,024	72.6		42	47,688
Maryland.....	42,182	26.7		88	427,471
Virginia.....	222,074	17.6		42	1,852,244
North Carolina.....	288,148	12.7		61	1,542,452
South Carolina.....	216,841	18.1		89	1,678,646
Georgia.....	264,018	11.1		68	1,558,198
Florida.....	81,949	13.6		61	265,049
Alabama.....		10.9		55	1,276,078
Mississippi.....		15.4		61	922,209
Louisiana.....		15.2		60	285,488
Texas.....		23.2		49	10,196,607
Arkansas.....		20.0		41	2,089,844
Tennessee.....		17.8		42	1,851,962
West Virginia.....		26.6		41	1,008,910
Kentucky.....		22.2		86	2,078,006
Ohio.....		41.1		82	14,851,183
Michigan.....		89.9		88	15,812,246
Indiana.....		85.4		28	12,598,892
Illinois.....		87.7		26	43,968,118
Wisconsin.....		89.9		80	26,511,842
Minnesota.....		89.0		27	22,210,112
Iowa.....		80.7		26	21,194,664
Missouri.....		82.5		28	7,786,528
Kansas.....	941,188	84.6		80	9,468,789
Nebraska.....	1,786,422	84.6		25	15,530,400
South Dakota.....	692,558	84.8		29	6,939,246
North Dakota.....	766,699	38.4		27	7,949,699
Montana.....	159,154	41.9		86	2,400,679
Wyoming.....	86,179	86.0		50	651,222
Colorado.....	186,578	26.6		51	1,968,721
New Mexico.....	16,744	19.1		69	204,469
Arizona.....	1,798	81.7		75	42,748
Utah.....	44,970	85.6		47	756,324
Nevada.....	6,968	84.8		70	145,382
Idaho.....	81,064	42.1		48	1,528,141
Washington.....	154,006	46.2		49	8,496,888
Oregon.....	381,956	28.7		42	8,317,784
California.....	166,806	80.6		61	2,526,777
Oklahoma.....	277,240	47.8		84	4,506,794
Indian Territory.....	166,061	82.6		87	2,281,844
United States.....	28,658,144	84.5	997,842,712	80.7	\$203,584,682

# ACREAGE, PRODUCTION AND VALUE OF THE BARLEY CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	8,571	29.4	251,987	68	\$ 171,851
New Hampshire.....	1,759	31.2	57,291	75	27,968
Vermont.....	12,954	29.7	384,784	61	234,598
New York.....	117,867	28.5	3,359,210	55	1,847,565
Pennsylvania.....	8,966	21.0	189,298	54	101,674
Maryland.....	1,550	27.0	42,120	49	20,659
Virginia.....	2,655	18.8	49,568	54	26,236
Texas.....	4,724	21.8	103,621	72	72,447
Tennessee.....	1,479	18.0	26,622	61	14,435
Kentucky.....	986	25.9	25,537	56	14,301
Ohio.....	81,708	32.8	2,680,262	49	1,315,728
Michigan.....	88,681	29.6	2,623,769	52	1,364,364
Indiana.....	11,118	28.0	311,304	46	143,200
Illinois.....	22,704	28.6	649,334	44	285,707
Wisconsin.....	486,421	33.8	16,440,037	46	7,583,820
Minnesota.....	907,561	28.6	26,156,247	47	12,303,811
Iowa.....	518,499	26.8	13,905,783	56	7,809,399
Missouri.....	1,670	25.0	41,750	55	22,962
Kansas.....	138,989	18.0	2,501,802	39	978,303
Nebraska.....	66,878	31.1	2,081,926	39	816,351
South Dakota.....	305,745	29.2	8,928,164	39	3,482,547
North Dakota.....	501,949	31.5	15,811,408	34	5,397,181
Montana.....	17,874	37.0	661,378	51	337,202
Wyoming.....	1,824	24.4	44,505	75	33,378
Colorado.....	21,019	26.8	563,327	60	338,000
New Mexico.....	1,097	16.1	17,661	71	12,540
Arizona.....	14,842	25.2	374,018	91	340,656
Utah.....	8,468	32.1	273,843	59	160,889
Nevada.....	7,288	34.8	253,622	60	152,610
Idaho.....	87,781	45.8	4,018,369	58	2,330,681
Washington.....	140,073	48.7	6,822,761	46	3,138,706
Oregon.....	62,824	31.9	2,004,385	52	1,042,181
California.....	1,144,274	26.6	30,437,688	68	20,700,266
Oklahoma.....	16,411	36.0	590,800	62	365,296
United States.....	4,661,962	29.0	124,954,036	45.9	\$51,998,634

# ACREAGE, PRODUCTION AND VALUE OF THE RYE CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.		Cents.	
Vermont .....	1,948	18.9	1	77	\$ 25,284
Massachusetts .....	4,408	15.2	1	77	58,002
Connecticut .....	10,677	17.4	1	77	189,336
New York .....	184,815	17.5	1	77	1,572,872
New Jersey .....	68,615	16.4	1	77	896,424
Pennsylvania .....	379,780	16.0	1	58	8,220,865
Delaware .....	1,069	18.5	1	62	8,948
Maryland .....	20,941	14.0	1	58	170,041
Virginia .....	26,147	9.6	1	66	165,067
North Carolina .....	22,786	8.2	1	85	158,816
South Carolina .....	4,227	7.8	1	118	36,301
Georgia .....	18,917	6.8	1	110	96,446
Alabama .....	1,638	10.0	1	105	17,169
Texas .....	8,596	9.9	1	78	27,066
Arkansas .....	2,612	12.8	1	78	23,458
Tennessee .....	18,889	11.0	1	78	107,112
West Virginia .....	10,880	8.1	1	68	59,632
Kentucky .....	18,694	18.4	1	62	113,770
Ohio .....	15,587	17.5	1	58	144,669
Michigan .....	156,288	17.9	1	49	1,962,081
Indiana .....	99,628	14.5	1	46	264,319
Illinois .....	79,869	19.1	1	50	748,424
Wisconsin .....	828,552	18.9	1	50	8,104,816
Minnesota .....	97,008	22.8	1	48	930,162
Iowa .....	71,261	17.4	1	42	520,775
Missouri .....	24,249	18.2	1	48	211,889
Kansas .....	86,024	12.0	1	45	475,320
Nebraska .....	160,189	20.8	1	88	1,170,296
South Dakota .....	86,726	18.8	1	41	263,084
North Dakota .....	28,814	20.2	1	48	206,846
Montana .....	1,871	25.0	1	64	29,936
Wyoming .....	528	18.0	1	50	4,707
Colorado .....	2,872	15.9	1	56	25,572
Utah .....	8,496	12.4	1	61	26,421
Idaho .....	1,220	20.2	1	69	14,786
Washington .....	2,910	17.9	1	64	83,151
Oregon .....	11,026	18.4	1	78	107,856
California .....	67,409	12.0	1	75	606,691
Oklahoma .....	8,570	18.0	1	47	26,846
United States .....	1,978,548	17.0	88,680,692	59.8	\$17,080,798

# ACREAGE, PRODUCTION AND VALUE OF THE BUCKWHEAT CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	25,215	80.4	766,636	52	\$ 898,599
New Hampshire .....	1,896	20.0	87,920	65	24,648
Vermont .....	10,856	25.0	258,900	56	144,984
Massachusetts . . . . .	2,271	14.4	82,702	74	24,199
Connecticut.....	8,826	18.4	70,898	71	49,983
New York.....	385,015	17.7	5,929,766	50	8,498,563
New Jersey.....	13,404	22.5	801,590	64	193,018
Pennsylvania .....	247,250	18.1	4,475,225	61	2,729,887
Delaware.....	1,490	15.2	22,648	60	13,589
Maryland .....	8,291	17.0	140,947	61	85,978
Virginia .....	20,862	16.6	346,809	60	207,785
North Carolina.....	5,664	14.5	82,128	62	50,919
Tennessee.....	747	18.0	18,446	76	10,219
West Virginia.....	22,708	22.5	510,885	62	316,749
Ohio .....	9,669	18.9	184,899	61	81,983
Michigan .....	88,071	18.0	494,923	58	262,809
Indiana.....	6,063	17.6	106,709	58	61,691
Illinois.....	5,585	15.5	86,568	71	61,463
Wisconsin .....	27,608	16.0	441,648	50	280,572
Minnesota.....	4,782	18.9	65,775	57	37,492
Iowa.....	7,881	16.0	126,096	70	88,267
Missouri.....	2,119	16.1	84,116	58	19,787
Kansas .....	1,940	12.0	23,280	75	17,460
Nebraska.....	968	14.7	14,156	58	7,508
North Dakota.....	1,270	10.0	12,700	54	6,858
United States.....	804,889	18.1	14,529,770	59.6	\$8,654,704

# ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.		Cents.	
Maine.....	80,637	180		63	\$ 6,812.88
New Hampshire.....	18,650	120		69	1,284,220
Vermont.....	27,188	94		58	1,479,291
Massachusetts.....	29,166	109		81	2,575,086
Rhode Island.....	6,442	184		76	792,886
Connecticut.....	19,082	92		78	1,949,789
New York.....	407,082	66		58	15,851,778
New Jersey.....	57,118	182		61	4,898,789
Pennsylvania.....	246,618	88		67	11,667,545
Delaware.....	6,000	79		51	241,740
Maryland.....	26,801	60		52	1,396,122
Virginia.....	60,681	78		69	2,198,098
North Carolina.....	24,890	64		67	1,067,288
South Carolina.....	8,470	69		96	561,058
Georgia.....	8,715	58		90	454,928
Florida.....	8,524	90		122	896,585
Alabama.....	9,548	50		98	448,982
Mississippi.....	6,870	69		92	872,678
Louisiana.....	8,808	65		62	442,710
Texas.....	26,704	66		65	1,496,094
Arkansas.....	25,637	72		69	1,755,188
Tennessee.....	26,406	62		64	1,047,780
West Virginia.....	82,192	96		51	1,576,120
Kentucky.....	88,068	60		58	1,614,068
Ohio.....	165,252	94		44	6,884,638
Michigan.....	270,989	72		41	7,968,119
Indiana.....	62,660	101		41	8,481,288
Illinois.....	146,245	118		42	7,260,890
Wisconsin.....	260,022	116		38	9,486,885
Minnesota.....	187,270	98		31	4,170,268
Iowa.....	178,129	98		34	5,769,688
Missouri.....	95,579	128		35	4,261,989
Kansas.....	77,578	188		45	4,817,288
Nebraska.....	62,244	187		27	8,042,206
South Dakota.....	81,801	74		44	1,085,441
North Dakota.....	28,725	105		38	822,071
Montana.....	11,521	168		60	881,858
Wyoming.....	8,702	107		61	241,680
Colorado.....	47,487	100		51	2,419,287
New Mexico.....	1,224	72		81	71,884
Utah.....	10,600	187		45	749,595
Nevada.....	2,857	212		68	814,801
Idaho.....	11,790	149		87	649,988
Washington.....	81,298	186		88	1,616,964
Oregon.....	85,724	106	5,681,050	65	2,023,765
California.....	47,975	118	1,032,671	58	8,288,409
Oklahoma.....	10,548	97	782,255	77	787,457
Indian Territory.....	9,208	65		64	593,648
United States.....	2,965,587	96.0	284,682,787	47.1	\$184,111,496

# ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP IN THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Tons.	Tons.		
Maine.....	1,278,524	1.07	1,367,807	\$10.04	\$ 13,782,782
New Hampshire.....	625,851	1.06	668,402	18.55	8,989,067
Vermont.....	926,878	1.27	1,177,185	9.65	11,559,868
Massachusetts.....	582,948	1.80	982,717	16.55	15,529,738
Rhode Island.....	65,567	1.08	68,584	18.89	1,286,174
Connecticut.....	480,048	1.85	648,082	15.70	10,174,878
New York.....	5,018,967	1.84	6,718,748	10.58	70,748,864
New Jersey.....	408,081	1.22	497,889	15.64	7,786,515
Pennsylvania.....	8,108,868	1.19	9,698,002	14.00	51,702,028
Delaware.....	76,878	1.09	88,247	14.48	1,201,284
Maryland.....	298,142	1.01	301,128	14.05	4,280,778
Virginia.....	472,918	1.06	501,288	18.58	6,807,491
North Carolina.....	182,188	1.44	190,274	12.25	2,580,886
South Carolina.....	61,888	1.22	75,564	11.25	850,085
Georgia.....	88,080	1.86	119,789	18.11	1,605,178
Florida.....	12,884	1.24	15,708	15.84	240,884
Alabama.....	45,558	1.50	65,880	11.61	798,811
Mississippi.....	40,175	1.40	56,245	10.25	578,511
Louisiana.....	21,480	1.80	38,682	11.72	458,858
Texas.....	424,718	1.40	594,805	9.80	5,118,608
Arkansas.....	81,009	1.60	129,614	9.40	1,218,572
Tennessee.....	557,049	1.44	---	11.80	8,066,982
West Virginia.....	517,644	1.12	---	14.88	8,807,975
Kentucky.....	500,204	1.44	---	11.80	8,189,822
Ohio.....	2,768,547	1.48	---	10.20	40,882,024
Michigan.....	2,198,667	1.45	---	8.80	28,899,878
Indiana.....	1,884,942	1.46	---	8.67	23,847,814
Illinois.....	2,747,888	1.50	---	8.87	40,558,749
Wisconsin.....	1,720,318	1.90	---	7.91	26,854,658
Minnesota.....	841,716	1.76	---	5.86	7,940,411
Iowa.....	2,101,924	1.68	---	8.50	38,878,008
Missouri.....	2,688,654	1.58	---	6.89	29,564,025
Kansas.....	1,888,967	1.70	---	4.81	18,840,242
Nebraska.....	556,886	1.74	---	4.86	4,221,080
South Dakota.....	186,719	1.28	---	4.16	948,001
North Dakota.....	185,420	1.66	224,797	8.67	825,005
Montana.....	318,606	1.68	526,858	7.54	8,972,509
Wyoming.....	160,824	1.65	264,535	7.28	1,925,815
Colorado.....	592,544	1.92	1,187,684	9.89	11,251,695
New Mexico.....	72,077	2.40	172,965	11.18	1,988,972
Arizona.....	68,844	2.84	149,896	12.28	1,827,101
Utah.....	387,781	2.62	884,655	7.82	6,477,189
Nevada.....	182,712	2.91	896,192	9.05	8,495,088
Idaho.....	857,981	2.67	955,675	6.50	5,256,218
Washington.....	522,864	2.29	789,859	6.98	6,002,476
Oregon.....	848,687	2.11	700,815	7.48	5,242,096
California.....	555,828	1.81	1,006,049	9.41	9,466,921
Oklahoma.....	267,808	1.26	888,801	5.80	1,785,045
Indian Territory.....	45,284	1.82	58,775	4.96	297,680
United States.....	89,926,227	1.50	10,580,771	---	\$542,086,864

## FOREIGN IMPORT DUTIES ON WHEAT.

Compiled by FREDERIC EMORY, Chief Bureau of Foreign Commerce,  
Department of State, Washington, D. C.

As in force January 1908.

COUNTRIES.	TARIFF RATES OF DUTIES.	UNITED STATES EQUIVALENTS
Russia .....	Free.....	Free.
Sweden .....	Per 100 kilograms, 8.70 kronor.	Per bushel of 60 lbs., 26.99 cts.
Norway:		
Conventional duty, applicable to countries having commercial treat- ies with Norway..	Per 100 kilograms, 0.60 kronor.	Per bushel of 60 lbs., 4.89 cts.
General, applicable to non-treaty countries .....	Per 100 kilograms, 0.80 kronor.	Per bushel of 60 lbs., 5.78 cts.
Denmark .....	Free.....	Free.
Germany:		
Conventional duty	Per 100 kilograms, 8.50 marks.	Per bushel of 60 lbs., 22.67 cts.
General.....	Per 100 kilograms, 5 marks....	Per bushel of 60 lbs., 32.89 cts.
France.....	Per 100 kilograms, 7 francs....	Per bushel of 60 lbs., 36.77 cts.
Spain.....	Per 100 kilograms, 6 pesetas...	Per bushel of 60 lbs., 31.02 cts.
*Italy .....	Per 100 kilograms, 7.50 liras...	Per bushel of 60 lbs., 39.89 cts.
Austria-Hungary....	Per 100 kilograms, 1.50 florins.	Per bushel of 60 lbs., 16.57 cts.
Switzerland .....	Per 100 kilograms, 80 francs...	Per bushel of 60 lbs., 1.58 cts.
Greece:		
Conventional duty	Per 100 okes. 4.11 drachmas .....	Per bushel of 60 lbs., 16.86 cts.
General.....	Per 100 okes. 7.85 drachmas.....	Per bushel of 60 lbs., 30.16 cts.
Netherlands.....	Free .....	Free.
Belgium .....	Free.....	Free.
Roumania .....	Free.....	Free.
Turkey .....	8 per cent. ad valorem .....	Eight per cent. ad valorem.
Portugal.....	Prohibited, except under cer- tain conditions and restric- tions. Where importation is allowed the import duty charged is at the rate of two milreis per 100 kilograms (58.79 cents per bushel of 60 pounds.)	
United Kingdom.....	Free .....	Free.
Servia. ....	Per 100 kilograms, two dinars.	Per bushel of 60 lbs., 10.51 cts.
Bulgaria.....	Per 100 kilograms, 80 levs .....	Per bushel of 60 lbs., 4.20 cts.
Cuba.....	Per 100 kilograms, \$1.00 .....	Per bushel of 60 lbs., 27.18 cts.
Porto Rico.....	Per 100 kilograms, 60 cts.....	Per bushel of 60 lbs., 16.82 cts.
Philippines.....	Per 100 pesos, .60 .....	Per bushel of 60 lbs., 28.08 cts.

\* Subject to two cents surtax.

## COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

### HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.



# **TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,**

**AS REPORTED BY BRADSTREETS.**

The following figures represent stocks of Grain available at 63 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.		GRAIN STOCKS EAST OF ROCKY MOUNTAINS.								PACIFIC COAST STOCKS.		
		Wheat.		Corn.		Oats.		Barley.		Rye.		Wheat.
		B	s.	B	s.	B	ls.		ls.	l	s.	E
1896,	December 1.	78	00	22	00	17	00				00	
1897,	December 1.	80	00	49	00	19	00		00		00	
1898,	December 1.	48	00	26	00	9			00		00	
1899,	December 1.	84	00	17	00	11	00		00		00	1
1900,	December 1.	92	00	12	00	18	00		00		00	1
1901,	January 1...	87	00	14	00	15	00		00		00	
	February 1..	84	00	21	00	16	00				00	
	March 1.....	90	00	27	00	18	00		00		00	
	April 1.....	78	00	28	00	15	00				00	
	May 1.....	60		24	00	16	00		00		00	
	June 1.....	47	00	21	00	14	00		00		00	
	July 1.....	38	00	21		15	00		00		00	
	August 1....	40		19	00	7	00		00		00	
	September 1.	38	00	19	00	10	00		00		00	
	October 1....	51	00	21	00	14	00		00		00	
	November 1.	64	00	19	00	12	00		00		00	
	December 1..	48		18	00	10	00		00		00	
1902,	January 1...	94	00	16,825,000		8	00		00		00	
	February 1..	88	00	17,197,000		8	00		00		00	
	March 1....	84	00	16,270,000		8			00		00	
	April 1.....	77	00	13,540,000		6	00		00		00	
	May 1.....	54,610,000		9,098,000		5	00		00		00	
	June 1.....	87,676,000		6,817,000		4			00		00	
	July 1.....	27,453,000		8,541,000		2	00		00		00	
	August 1....	31,486,000		9,018,000		2,968,000			00		00	
	September 1.	32,866,000		8,823,000		5,159,000					908,000	
	October 1....	33,454,000		4,607,000		11,241,000			00		1,862,000	
	November 1.	32,490,000		4,729,000		10,681,000		5,064,000			1,828,000	
	December 1.	37,288,000		4,552,000		10,401,000		5,680,000			2,158,000	.....
	December 6.	38,852,000		5,681,000		9,580,000		5,440,000			2,256,000	.....
	December 18	30,527,000		7,488,000		8,987,000		5,678,000			2,238,000	.....
	December 20	31,894,000		8,486,000		8,888,000		5,968,000			2,444,000	.....

## **BROOMHALL'S ESTIMATE OF CROPS OF THE WORLD.**

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT  
OF AGRICULTURE.

YEAR.	WINTER WHEAT.			SPRING WHEAT.			Total Crop, bushels.	Total Acreage.	Average per Acre. Total Crop.
	Acreage.	Yield, bus.	Average per Acre.	Acreage.	Yield, bus.	Average per Acre.			
1885 . . . . .	22,148,553	211,845,000	9.6	12,040,703	145,267,000	12.1	357,112,000	34,189,246	10.1
1886 . . . . .	24,534,579	302,412,000	12.3	12,271,605	154,806,000	12.6	457,218,000	36,816,184	12.5
1887 . . . . .	24,223,201	292,867,000	12.1	13,418,582	163,462,000	12.2	456,329,000	37,641,783	12.1
1888 . . . . .	23,953,800	277,952,000	11.6	13,382,338	137,916,000	10.3	415,868,000	37,336,138	11.1
1889 . . . . .	25,384,702	332,243,000	13.1	12,739,157	158,317,000	12.4	490,560,000	38,123,859	12.9
1890 . . . . .	23,520,104	255,874,000	10.9	12,567,050	143,388,000	11.4	399,262,000	36,037,154	11.1
1891 . . . . .	26,581,283	392,495,000	14.8	13,335,613	219,285,000	16.4	611,780,000	39,916,397	15.8
1892 . . . . .	25,989,076	359,191,000	13.8	12,565,354	156,758,000	12.5	515,949,000	38,554,430	13.4
1893 . . . . .	22,868,539	275,488,809	12.0	11,760,879	120,642,916	10.3	396,131,725	34,629,418	11.4
1894 . . . . .	23,306,500	326,398,840	14.0	11,575,936	133,868,576	11.6	460,267,416	34,882,436	13.2
1895 . . . . .	22,609,822	261,242,134	11.6	11,438,010	205,860,813	18.0	467,102,947	34,047,332	13.7
1896 . . . . .	22,793,718	267,934,004	11.8	11,324,928	159,750,342	13.5	427,684,346	34,618,646	12.4
1897 . . . . .	22,925,623	323,616,123	14.1	16,539,443	206,533,045	12.5	530,149,168	39,465,066	13.4
1898 . . . . .	25,744,848	382,492,032	14.9	18,310,430	292,656,673	16.0	675,148,706	44,055,278	15.3
1899 . . . . .	25,357,592	291,706,223	11.5	19,234,924	255,597,614	13.29	547,303,846	44,592,516	12.3
1900 . . . . .	26,235,897	350,025,409	13.3	16,259,488	172,204,096	10.59	522,229,505	42,495,335	12.29
1901 . . . . .	30,239,701	458,834,501	15.2	19,655,813	239,625,717	14.7	748,460,218	49,895,514	15.0
1902 . . . . .	28,581,426	411,788,666	14.4	17,620,998	258,274,342	14.7	670,063,008	46,202,424	14.5

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	WINTER WHEAT.				SPRING WHEAT.				CORN.				OATS.			
	All Wheat	April.	May.	June.	July.	August.	September.	September.	July.	August.	September.	October.	June.	July.	August.	September.
1883.....	83	80	83.5	78	79	97	98	98	88	89	84	78	86	89	96	89
1884.....	98	95.4	94	97	94	96	100	100	96	96	94	98	96	96	91	95
1885.....	79	76.8	70	68	65	93	98	98	94	96	95	95	94	97	96	96
1886.....	87.8	94.1	94.9	92.7	91.2	80.1	88.5	88.5	95.2	80.7	76.6	80	95.9	88.8	87.4	90.9
1887.....	82	88.1	85.8	84.9	88.5	78.8	78.1	78.1	97.7	80.5	72.8	72.8	91	85.9	85.6	83.4
1888.....	77.8	82	73.1	73.3	75.6	87.3	88.8	88.8	98	95.5	94.2	92	95.4	95.2	91.7	87.2
1889.....	87.5	94	96	89.4	92	87.3	88.8	88.8	90.8	94.8	90.9	91.7	96.8	94.1	92.8	90
1890.....	75.5	81	80	73.5	76.2	83.2	79.8	79.8	88.1	73.8	70.1	70.6	89.8	81.6	70.1	84.4
1891.....	96.9	96.9	97.9	96.6	96.2	95.5	97.2	97.2	92.8	90.8	91.1	92.5	88.1	87.6	89.5	90.7
1892.....	85.8	81.2	84.0	83.8	89.6	87.8	81.2	81.2	81.1	82.5	79.6	79.8	88.5	87.2	86.2	78.9
1893.....	74	77.4	75.8	87.6	77.7	67.0	....	....	93.2	87	76.7	75.1	88.9	86.8	78.8	74.9
1894.....	83.7	86.7	81.4	....	83.9	67.1	....	....	96	69.1	68.4	64.2	87	77.7	76.5	77.8
1895.....	75.4	81.4	82.9	....	65.8	95.9	....	....	99.8	102.5	96.4	95.5	84.8	83.2	84.5	86.0
1896.....	74.6	77.1	82.7	....	75.6	78.9	....	....	92.4	96.0	91.0	90.5	98.8	96.8	77.8	74.0
1897.....	86.7	81.4	90.2	....	81.2	86.7	....	....	82.9	84.2	79.8	77.1	89.0	87.5	86.0	84.6
1898.....	86.7	86	86.5	....	85.7	96.5	....	....	90.5	87	84.1	82	93	92.8	84.2	79
1899.....	70.9	77.9	76.2	....	65.6	88.6	....	....	86.5	89.9	85.2	82.7	88.7	90	90.8	87.2
1900.....	69.6	82.1	88.9	....	80.8	56.4	....	....	69.5	87.5	80.6	78.2	91.7	85.5	85.0	82.9
1901.....	82.8	91.7	94.1	....	88.8	80.3	....	....	81.8	84.0	51.7	52.1	85.8	83.7	78.6	72.1
1902.....	80.0	78.7	76.4	....	77.0	89.7	....	....	87.5	86.5	84.8	79.6	90.6	92.1	89.4	87.2

TRADE AND COMMERCE OF

## THE WORLD'S WHEAT CROP

For Four Years, Revised up to January 28th, 1903.

From GEORGE BROOMHALL'S Corn Trade News, Liverpool.

Official returns are taken when obtainable, excepting in the case of the U. S. A., where recognized commercial estimates are adopted in preference. The returns represent the crops harvested in July and August of the years named, excepting in the cases of Argentina, Uruguay, Australasia and the Cape, which are harvested fifteen weeks subsequently, and in the cases of Chili and India still somewhat later. For the current year forecasts only can be given for these last two.

COUNTRIES.	1902.	1901.	1900.	1899.
<b>EUROPE—</b>				
France.....	44,000,000	39,900,000	30	45,700,000
Russia, proper.....	a 73,000,000	40,000,000	30	39,200,000
Poland.....		1,800,000	30	2,700,000
Cis-Caucasia.....		8,400,000	30	7,100,000
Hungary.....	21,200,000	15,400,000	30	17,600,000
Austria.....	6,200,000	7,200,000	30	6,200,000
Croatia and Slavonia.....	1,500,000	1,800,000	30	1,100,000
Herzegovina and Bosnia...	650,000	800,000	30	250,000
Italy.....	15,900,000	d 19,700,000	30	16,800,000
Germany.....	17,900,000	11,500,000	30	17,670,000
Spain.....	14,600,000	18,500,000	30	12,200,000
Portugal.....	1,800,000	1,800,000	30	800,000
Roumania.....	9,200,000	8,600,000	30	11,100,000
Bulgaria.....	4,000,000	3,000,000	30	2,800,000
Eastern Roumelia.....	900,000	800,000	30	400,000
Servia.....	1,000,000	1,100,000	30	1,400,000
Turkey-in-Europe.....	2,500,000	2,000,000	30	1,500,000
Greece.....	400,000	400,000	30	800,000
United Kingdom.....	7,800,000	6,700,000	30	6,400,000
Belgium.....	1,600,000	1,500,000	30	1,700,000
Holland.....	900,000	800,000	30	700,000
Switzerland.....	500,000	550,000	30	500,000
Sweden.....	400,000	550,000	30	540,000
Denmark.....	800,000	800,000	300,000	400,000
Norway.....	40,000	50,000	40,000	40,000
Cyprus, Malta, etc.....	250,000	250,000	800,000	250,000
<b>Total Europe.....</b>	<b>224,740,000</b>	<b>188,900,000</b>	<b>185,670,000</b>	<b>189,110,000</b>
<b>AMERICA—</b>				
United States.....	† 95,000,000	† 94,000,000	† 75,000,000	† 73,000,000
Canada.....	11,700,000	10,600,000	5,500,000	7,800,000
Mexico.....	2,000,000	2,000,000	2,000,000	2,000,000
Argentina.....	b 18,000,000	7,000,000	9,000,000	12,700,000
Chili.....	1,700,000	1,400,000	1,000,000	1,400,000
Uruguay.....	1,000,000	700,000	700,000	700,000
<b>Total America.....</b>	<b>114,400,000</b>	<b>115,700,000</b>	<b>95,200,000</b>	<b>97,100,000</b>
<b>ASIA—</b>				
India.....	c 29,000,000	29,200,000	31,000,000	30,000,000
Turkey-in-Asia.....	8,500,000	8,500,000	8,500,000	4,000,000
Persia.....	1,700,000	1,800,000	2,000,000	2,000,000
Japan.....	2,000,000	2,000,000	2,000,000	2,000,000
<b>Total Asia.....</b>	<b>36,200,000</b>	<b>35,600,000</b>	<b>39,800,000</b>	<b>31,000,000</b>
<b>AFRICA—</b>				
Algeria.....	3,200,000	2,800,000	2,200,000	1,500,000
Tunis.....	1,000,000	800,000	700,000	600,000
Egypt.....	1,000,000	1,100,000	1,200,000	1,100,000
The Cape.....	500,000	500,000	500,000	600,000
<b>Total Africa.....</b>	<b>5,800,000</b>	<b>5,100,000</b>	<b>4,600,000</b>	<b>3,800,000</b>
<b>AUSTRALASIA—</b>				
Victoria.....	400,000	1,500,000	2,200,000	1,900,000
South Australia.....	1,000,000	1,000,000	1,400,000	1,050,000
New South Wales.....	400,000	1,900,000	2,100,000	1,100,000
Tasmania.....	100,000	120,000	140,000	140,000
West Australia.....	100,000	110,000	100,000	100,000
Queensland.....	50,000	100,000	100,000	50,000
New Zealand.....	800,000	500,000	315,000	1,070,000
<b>Total Australasia.....</b>	<b>2,850,000</b>	<b>5,180,000</b>	<b>6,995,000</b>	<b>5,410,000</b>
<b>World's total.....quarters</b>	<b>386,990,000</b>	<b>345,630,000</b>	<b>329,665,000</b>	<b>326,420,000</b>
".....bushels	8,071,920,000	2,735,040,000	2,637,820,000	2,611,860,000
".....quintals	885,948,000	752,435,000	717,680,928	710,615,000
".....hectolitres	1,113,570,000	1,002,827,000	956,028,500	946,618,000

\* Believed to have been over-estimated.

† A conservative commercial estimate.

Norma.—(a) Most recent estimate of Central Statistical Committee; probably an over-estimate.

(b) Two million below the recent optimistic official estimate.

(c) Estimate of growing crop.

(d) Revised October, 1902.

PROVISIONS AND PACKING.

PORK PRODUCT.

The amount of packing house product handled during 1902, was considerably less than for any of the three previous years, aggregating 666,440,210 pounds.

The receipts of hogs were 1,494,395 head, as against 2,236,945 head in 1901. Receipts of cattle and sheep, however, show a considerable increase.

The packing on both sides of the river for the winter season of 1901-1902 was 642,030 head, and for the twelve months ending March 1st, 1902, 1,725,407 head. The summer packing of 1902 was 760,000 head as compared with 1,083,377 the previous season. The amount of product handled in this market for past four years was as follows:

	1899.	1900.	1901.	1902.
Received, pounds.....	324,837,690	354,004,110	393,354,600	292,771,300
Shipped, pounds .....	385,325,145	389,946,455	396,183,896	373,668,410
Totals, pounds.....	710,162,835	743,950,565	789,538,496	666,440,210

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city still holds fourth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1901-02.	1900-1901.	1899-90.	1898-99.
Chicago .....	7,636,000	7,268,515	7,119,440	8,016,675
Kansas City.....	3,427,802	2,981,288	2,621,727	3,107,053
South Omaha.....	2,390,416	2,241,599	2,192,496	1,977,922
St. Louis.....	1,725,407	1,566,550	1,507,951	1,580,286
Indianapolis.....	1,225,300	1,185,600	1,145,252	1,096,556
Milwaukee & Cudahy .....	760,063	911,256	864,590	1,096,408
Sioux City.....	879,763	733,754	514,235	397,893
Cincinnati.....	569,782	617,082	656,244	696,059
St. Paul.....	658,591	514,385	394,093	354,485
Cedar Rapids.....	496,790	496,808	427,637	483,625
Cleveland.....	496,231	500,785	489,282	496,624
Louisville .....	375,000	360,425	397,975	459,521
Ottumwa.. ..	610,002	653,785	688,989	702,173
Nebraska City .....	180,746	114,962	235,923	268,816
St. Joseph.....	2,105,293	1,723,377	1,346,733	1,120,449
Fifteen places. ....	23,567,196	21,869,621	20,602,517	21,878,545
All other ....	1,844,480	1,731,083	1,598,304	1,773,150
Aggregate.....	25,411,676	23,600,674	22,200,821	23,651,695

## DRESSED BEEF.

By PHILIP H. HALE, Publisher National Farmer and Stock Reporter.

In keeping with the continued growth of the St. Louis cattle market, the dressed beef trade broke the record once more. The gain in home slaughter in the year 1902 was 76,039 cattle and 43,119 calves. This is over and above the high mark of the previous year. This gain in slaughter is wholly due to the enlargement of the houses which have made every gain heretofore recorded. It ten years the dressed beef trade of the city has been enlarged four to one.

During the year 1902, another immense packing plant was erected at the East St. Louis National Stock Yards, which is fully capable of increasing its present output one-third. The new house is about finished and ready for business; thus insuring further gains in the dressed beef trade in the year 1903. The dressed beef trade handled 683,827 cattle and 103,893 calves in 1902. The cattle slaughter was the largest on record at the market, and the number of calves slaughtered and dressed for the market, passed the hundred thousand mark for the first time in the history of the city. The outward shipments of dressed beef and veal in the year 1902, amounted to the magnificent total of 318,387,455 pounds. This did not exceed the shipments of the previous year for the reason that home consumption claims larger and larger quantities each succeeding year. The refrigerated dressed beef received at St. Louis in the year 1902, amounted to 31,968,200 pounds, the smallest amount in five years, denoting without doubt the increasing ability of home slaughterers to control the local trade while gaining in general shipments to the large Eastern cities.

The firms engaged in the dressed beef trade of St. Louis, report unanimously great improvements in facilities and enlargement of plants. It is a trade in which St. Louis is gaining in greater proportion than other centers.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1902.....	683,827	103,893	318,387,455	31,968,200
1901.....	607,788	60,774	348,448,090	110,707,200
1900.....	484,564	50,116	298,807,310	85,460,100
1899.....	455,604	45,913	290,470,460	44,982,660
1898.....	459,051	49,794	277,755,720	48,285,850
1897.....	482,528	47,890	259,002,550	20,889,600
1896.....	540,230	58,330	248,746,200	17,847,900
1895.....	450,306	40,823	238,966,600	42,895,270
1894.....	355,677	32,609	196,059,375	64,612,340
1893.....	274,579	29,672	103,837,622	25,167,902
1892.....	180,790	8,531	68,071,698	25,584,464
1891.....	138,153	2,862	72,683,266	17,741,474
1890.....	131,134	2,735	65,987,353	22,790,102
1889.....	56,684	1,899	19,393,630	10,749,877

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1902.	1901.
By Chicago & Alton (Mo. Div.) R. R.....	5,258,000	29,236,300
By Missouri Pacific R. R .....	123,500	10,332,300
By Wabash (West) R. R .....	1,004,800	56,767,400
By Chicago & Alton (Main Line) R. R.....	155,200	502,000
By St. Louis, Keokuk & Northwestern R. R....	21,247,200	9,273,400
By Wabash (East) R. R.....	4,142,000	4,582,900
By Vandalia R. R.....	.....	12,100
By Toledo, St. Louis & Western R. R.....	38,000	.....
Total pounds .....	31,968,200	119,707,200

SHIPMENT OF DRESSED BEEF IN POUNDS.

	1902.	1901.
Chicago, Peoria & St. Louis R. R.....	92,400	.....
Missouri Pacific R. R.....	.....	41,700
Chicago & Alton Mo. Div.....	43,800	30,000
Missouri, Kansas & Texas R. R.....	76,800	508,650
St. Louis, Keokuk & Northwestern R. R.....	658,150	195,200
Toledo, St. Louis & Western Ry.....	57,476,200	70,787,930
Chicago, Burlington & Quincy R. R.....	28,700	28,700
St. Louis Valley R. R.....	1,000	.....
St. Louis Southwestern R. R.....	850,250	49,950
St. Louis, Iron Mountain & Southern R. R.....	2,028,350	2,814,405
Illinois Central R. R.....	11,964,500	18,026,870
Louisville & Nashville R. R.....	3,098,050	6,048,715
Southern Railway.....	132,600	29,250
Baltimore & Ohio Southwestern R. R.....	18,334,600	10,926,225
Chicago & Alton R. R.....	71,371,600	76,864,400
Cleveland, Cincinnati, Chicago & St. Louis R. R.	49,455,050	53,720,700
Vandalia R. R.....	44,029,650	42,054,520
Wabash R. R. (East) .....	58,595,350	59,673,420
Mobile & Ohio R. R.....	762,100	304,635
Louisville, Henderson & St. Louis R. R.....	4,651,100	6,063,690
River.....	237,705	273,860
Total pounds .....	318,387,455	348,443,030

Shipments of Canned Beef in 1897 were 3,046,600 pounds.

"	"	"	"	1898	"	1,435,725	"
"	"	"	"	1899	"	3,538,300	"
"	"	"	"	1900	"	1,762,560	"
"	"	"	"	1901	"	2,419,140	"
"	"	"	"	1902	"	4,532,680	"

## RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1902 AND COMPANIONS WITH PREVIOUS YEARS.

BY	RECEIPTS.				SHIPMENTS.			
	B'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.	B'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
Chicago & Alton R. R. Missouri Div.	548	1,983,800	12,828,100	5,048,400	.....	36,000	168,800	.....
Missouri Pacific R. R.	620	5,792,600	41,561,400	5,621,100	287	3,679,810	618,180	16,064,010
St. Louis & San Francisco R. R.	.....	701,700	189,800	192,400	176	9,000	4,882,600	610,900
Wabash R. R. (West).	428	626,800	40,441,800	4,140,800	.....	210,000	.....	96,880
St. Louis, Kansas City & Colorado R. R.	.....	.....	38,700	1,800	447	8,700	180,100	18,400
Missouri, Kansas & Texas R. R.	.....	.....	.....	.....	.....	273,400	413,800	868,400
St. Louis Southwestern R. R.	.....	.....	25,000	1,261,100	.....	142,850	4,215,800	564,150
St. Louis, Iron Mountain & Southern R. R.	.....	.....	622,800	978,500	1,027	9,110,910	29,671,150	4,921,245
Illinois Central R. R.	.....	.....	8,100	900	8,006	4,584,960	35,378,800	7,889,410
Louisville, Henderson & St. L. R. R.	.....	300	15,900	51,400	809	8,947,000	8,609,900	2,828,650
Louisville & Nashville R. R.	.....	13,900	6,200	608,100	.....	9,468,000	9,091,000	1,981,560
Mobile & Ohio R. R.	.....	.....	.....	8,200	570	1,204,860	16,667,800	8,727,540
.....	.....	.....	.....	.....	.....	1,469,860	6,078,000	8,466,450
.....	2,880	857,800	22,587,700	8,689,100	.....	1,912,400	9,457,800	4,800,000
.....	.....	.....	856,700	8,900	566	2,740,850	10,208,900	4,826,150
.....	680	.....	13,644,600	3,000,200	300	1,568,200	11,454,700	2,867,000
.....	.....	.....	.....	.....	19	8,577,640	4,286,190	600,450
.....	.....	.....	.....	.....	505	8,806,800	48,359,800	8,818,890
.....	.....	.....	8,657,000	688,000	.....	.....	38,400	176,190
.....	.....	.....	92,069,700	16,682,800	.....	112,500	1,208,860	48,000
.....	.....	.....	.....	.....	.....	.....	345,800	66,600
.....	.....	.....	.....	.....	.....	.....	61,800	5,000
.....	.....	.....	.....	.....	.....	22,150	79,400	45,845
.....	.....	.....	.....	.....	.....	617,315	2,169,620	208,465
.....	.....	.....	.....	.....	.....	.....	24,435	16,200
.....	.....	.....	.....	.....	.....	8,250	18,100	19,850
.....	.....	.....	.....	.....	.....	48,455	446,680	22,890
Ohio, Cumberland & Tenn. Rivers.	.....	.....	.....	.....	.....	.....	.....	.....
Total, 1902	4,970	15,882,800	283,249,700	48,136,000	78,86	46,686,790	248,477,315	77,136,565
" 1901	6,026	12,841,900	324,294,000	55,578,800	10,428	56,525,871	287,208,964	96,635,501
" 1900	11,899	11,735,900	208,051,600	47,904,410	14,011	51,388,650	290,988,000	115,009,655
" 1899	18,348	5,562,600	265,947,800	52,792,430	12,800	68,769,630	212,211,910	106,906,215
" 1898	10,011	16,867,000	211,638,700	67,577,100	17,718	41,897,645	170,680,325	80,175,130
" 1897	4,175	21,969,900	286,324,700	67,323,900	10,176	47,243,570	183,606,351	86,986,778
" 1896	4,265	11,614,300	166,856,100	38,797,600	17,493	40,768,806	171,407,670	94,876,647
" 1895	2,855	14,370,800	178,436,900	36,969,100	15,186	33,714,952	208,100,011	94,781,068
" 1894	8,684	10,649,000	120,884,000	27,878,000	16,668	29,425,600	223,908,351	90,068,782
" 1893	8,516	9,187,940	177,748,000	38,468,805	16,688	31,661,663	199,666,406	71,676,803



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 RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.
 

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## TOTAL YEARLY PACKING AND MARKETING OF HOGS.

Total Western and Eastern packing, and receipts of hogs at New York, Philadelphia and Baltimore, for years ending March 1, according to returns to the Cincinnati Price Current.

	1901-02.	1900-01.	1899-00.	1898-99.
Packed in the West .....	26,411,000	26,601,000	22,201,000	23,651,000
Packed at Boston.....	1,406,000	1,870,000	1,647,000	1,739,000
Other New England packing ....	720,000	788,000	626,000	726,000
Packed at Buffalo.....	882,000	848,000	861,000	447,000
Other Eastern packing.....	291,000	810,000	268,000	185,000
Receipts, New York, Philadelphia, Baltimore .....	2,285,000	2,620,000	2,879,000	2,978,000
Total .....	30,895,000	29,980,000	26,173,000	29,798,000

## GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1901-1902, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

## WINTER SEASON.

November 1 to March 1—	1901-02.	1900-01.
Number of hogs packed.....	10,840,196	9,277,750
Increase .....	1,062,446	
Average live weight, lbs.....	206.88	230.81
Decrease .....	23.93	
Average yield of lard, lbs.....	31.80	34.16
Decrease .....	2.86	
Percentage yield of lard.....	15.16	14.83
Increase .....	.83	
Cost of hogs, 100 lbs., alive.....	\$5.97	\$5.02
Increase .....	.95	
Aggregate live weight, lbs.....	2,183,972,000	2,186,854,000
Decrease .....	2,882,000	
Green meats made, lbs.....	1,170,114,000	1,178,875,000
Decrease .....	8,731,000	
Lard made, lbs.....	328,636,000	316,923,000
Increase .....	6,718,000	
Total meats and lard, lbs.....	1,498,780,000	1,495,798,000
Decrease .....	2,018,000	
Aggregate cost of hogs.....	\$127,519,000	\$107,248,000
Increase.....	\$20,271,000	
Threecs of lard, 330 lbs.....	960,700	966,400
Increase .....	14,800	
Mess pork made, barrels.....	72,970	60,885
Increase .....	12,085	
Other pork, barrels.....	143,660	158,340
Decrease .....	14,680	
Pork of all kinds, barrels .....	216,630	219,225

## SUMMER SEASON.

March 1 to November 1—	1901.	1900.
Number of hogs packed.....	15,071,480	14,822,924
Increase .....	748,556	
Average live weight, lbs.....	219.48	228.74
Decrease.....	9.26	
Average yield of lard, lbs.....	81.81	84.12
Decrease.....	2.31	
Percentage yield of lard.....	14.13	14.92
Decrease.....	.79	
Cost of hogs, 100 lbs., alive.....	\$5.92	\$5.12
Increase .....	.80	
Aggregate live weight, lbs .....	3,307,936,000	3,276,222,000
Increase .....	31,704,000	
Green meats made, lbs.....	1,836,055,000	1,804,575,000
Increase .....	31,480,000	
Lard made, lbs.....	479,493,000	488,780,000
Decrease.....	9,287,000	
Total meats and lard, lbs.....	2,315,548,000	2,293,355,000
Increase .....	22,193,000	
Aggregate cost of hogs.....	\$195,827,000	\$167,434,000
Increase .....	\$28,393,000	
Tierces of lard, 330 lbs ..	1,453,000	1,481,100
Decrease.....	28,100	
Mess pork made, barrels.....	33,225	14,290
Increase .....	18,935	
Other pork, barrels .....	216,670	188,660
Increase .....	28,010	
Pork of all kinds, barrels.....	249,895	202,950

## TOTAL FOR TWELVE MONTHS.

Year ending March 1—	1901-1902.	1900-01
Number of hogs packed .....	25,411,676	23,600,674
Increase .....	1,811,002	
Average live weight, lbs.....	214.15	229.36
Decrease.....	15.21	
Average yield of lard, lbs .....	81.60	84.14
Decrease.....	2.54	
Percentage yield of lard.....	14.75	14.88
Decrease.....	.13	
Cost of hogs, 100 lbs., alive.....	\$5.94	\$5.07
Increase .....	.87	
Aggregate live weight, lbs.....	5,441,898,000	5,418,076,000
Increase .....	23,822,000	
Green meats made, lbs .....	3,006,199,000	2,983,540,000
Increase .....	22,749,000	
Lard made, lbs.....	803,129,000	805,703,000
Decrease .....	2,574,000	
Total meats and lard, lbs.....	3,809,328,000	3,789,153,000
Increase .....	20,175,000	
Aggregate cost of hogs.....	\$323,346,000	\$274,682,000
Increase .....	\$48,664,000	
Tierces of lard, 330 lbs .....	2,433,700	2,441,500
Decrease .....	7,800	
Mess pork made, barrels.....	106,195	75,175
Increase .....	31,020	
Other pork, barrels.....	360,330	347,000
Decrease .....	13,330	
Pork of all kinds, barrels.....	466,525	422,175

## WINTER PACKING AT ST. LOUIS FOR THIRTY-ONE SEASONS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1901-1902.....	...	183.96 gross.	80. ....	85.05
1900-1901.....	...	210 "	88. ....	5.08
1899-1900.....	...	210 "	80.10 ....	4.80
1898-99.....	...	209 "	82.28 ....	8.48
1897-98.....	...	205 "	82. ....	8.54
1896-97.....	...	214.28 "	88.47 ....	8.80
1895-96.....	...	234.73 "	82.03 ....	3.68
1894-95.....	...	228.81 "	81.58 ....	4.28
1893-94.....	...	234.88 "	88.88 ....	5.26
1892-93.....	...	319.04 "	81.30 ....	6.47
1891-92.....	...	234.30 "	81.84 ....	4.03
1890-91.....	...	241.91 "	83.41 ....	3.68
1889-90.....	...	241.42 "	82.18 ....	8.09
1888-89.....	...	203.42 "	82.12 ....	4.86
1887-88.....	...	233.05 "	80.21 ....	5.14
1886-87.....	...	245.43 "	85.49 ....	4.80
1885-86.....	...	257.21 "	84.30 ....	2.74
1884-85.....	...	259.74 "	84.80 ....	4.23
1883-84.....	...	242.70 "	83.45 ....	5.20
1882-83.....	...	259.81 "	84.58 ....	8.23
1881-82.....	...	253.97 "	85.13 ....	6.21
1880-81.....	...	250.88 "	85.58 ....	4.62
1879-80.....	...	258.18 "	86.08 ....	4.06
1878-79.....	...	264 "	40.45 ....	2.88
1877-78.....	...	270 "	86.30 ....	3.94
1876-77.....	...	255 "	83.55 ....	5.70
1875-76.....	...	268.47 "	86.56 ....	7.17
1874-75.....	...	240 "	80. ....	7.00
1873-74.....	...	261.33 "	84.18 ....	.....
1872-73.....	...	260 "	84.50 ....	.....
1871-72.....	.....	258.15 "	85.17 ....	.....

## SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1902. ....	780,000	206
1901. ....	1,068,877	190
1900. ....	989,500	205
1899. ....	804,298	207
1898. ....	851,200	207.50
1897. ....	712,870	212.77
1896. ....	676,975	208.55
1895. ....	449,680	230
1894. ....	496,298	222.20
1893. ....	223,789	216
1892. ....	304,423	222
1891. ....	313,705	218.74
1890. ....	359,788	229.24
1889. ....	380,799	233.74
1888. ....	346,281	235
1887. ....	312,591	245
1886. ....	351,048	245
1885. ....	344,004	249
1884. ....	299,814	260.80
1883. ....	226,000	235
1882. ....	215,178	217.80
1881. ....	350,000	235
1880. ....	410,000	240
1879. ....	380,000	250
1878. ....	142,669	265
1877. ....	148,277	247

## PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1901-1902.....	1,725,407 bogs.
" " 1900-1901.....	1,585,550 "
" " 1899-1900.....	1,507,951 "
" " 1898-99.....	1,560,286 "
" " 1897-98.....	1,288,810 "
" " 1896-97.....	1,099,583 "
" " 1895-96.....	837,877 "
" " 1894-95.....	939,458 "
" " 1893-94.....	575,878 "
" " 1892-93.....	530,634 "
" " 1891-92.....	654,168 "
" " 1890-91.....	648,100 "
" " 1889-90.....	739,602 "
" " 1888-89.....	682,457 "
" " 1887-88.....	685,381 "
" " 1886-87.....	721,914 "
" " 1885-86.....	612,134 "
" " 1884-85.....	711,901 "
" " 1883-84.....	697,123 "
" " 1882-83.....	582,180 "

## WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

			rd	Cost per 100 lbs. gross.
1879-80.....		312.94	36 33	4.18
1880-81.....		307 71	35.65	4 64
1881-82.....		310.16	36.44	6.06
1882-83.....		313.63	35.43	6.38
1883-84.....		301.15	33.25	5 18
1884-85.....		306.51	36 09	4.29
1885-86.....		258.98	33.22	3.66
1886-87.....		251.81	33.54	4.19
1887-88.....		242 30	31.06	5 04
1888-89.....		263.46	34.76	4.99
1889-90.....		259.92	33 37	3 66
1890-91.....		239.75	33 45	3.54
1891-92.....		247.64	34 64	3.91
1892-93.....		237.73	31 66	6 64
1893-94.....		242.90	36 07	5.36
1894-95.....		232 73	33.62	4.36
1895-96.....		240.71	35.53	3.66
1896-97.....		244.80	36.94	3.39
1897-98.....		235.85	34.73	3.58
1898-99.....	9,720,145	232 65	35.58	3.62
1899-1900.....	8,675,878	233.67	35.97	4 29
1900-1901.....	9,277,750	230.81	34.16	5.62
1901-1902.....	10,840,198	206.33	31.30	5.97

## SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gro. wt.	Av. Yield Lard.
1884 .....	4,058,868	234.58	32.44
1885 .....	4,964,572	234.58	32.44
1886 .....	4,644,008	238.98	34.01
1887 .....	5,811,526	237.00	30.96
1888 .....	5,815,129	281.88	31.85
1889 .....	6,881,501	246.28	35.04
1890 .....	9,540,008	239.47	36.20
1891 .....	6,696,399	231.76	31.29
1892 .....	7,757,110	222.42	31.23
1893 .....	6,721,000	240.41	34.64
1894 .....	8,812,125	229.98	35.05
1895 .....	8,194,885	226.52	33.16
1896 .....	9,979,898	240.76	40.61
1897 .....	11,760,475	239.12	36.41
1898 .....	13,931,550	231.26	38.24
1899 .....	12,542,948	231.46	35.66
1900 .....	14,522,924	229.74	34.12
1901 .....	15,071,480	219.48	31.61
1902 estimated .....	12,060,000	228.00	31.60

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE  
12 MONTHS ENDING MARCH 1.

Years.	Summer.	Winter.	Total.	Years	Summer.	Winter.	Total.
1901-1902.....	15,071,480	10,840,196	25	98.....	7,757,110	4,693,520	12,450,630
1900-1901.....	14,522,924	9,277,750	23	92.....	6,696,398	7,761,316	14,457,614
1899-1900.....	13,931,550	8,678,678	22	91.....	9,540,008	8,178,198	17,718,206
1898-99.....	11,760,475	9,720,145	21	90.....	6,881,501	6,663,902	13,545,403
1897-98.....	9,979,898	8,440,785	20	89.....	5,815,129	5,483,852	10,798,974
1896-97.....	9,979,898	6,949,090	16	88.....	5,811,526	5,921,181	11,532,707
1895-96.....	8,194,885	6,815,300	15	87.....	5,844,003	6,480,009	12,024,012
1894-95.....	8,812,125	7,191,520	16	86.....	4,964,572	6,298,995	11,263,567
1893-94.....	6,720,924	4,834,082	11	85.....	4,058,868	6,400,340	10,519,208

## PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, Erie, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

**EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1902,**

*As reported by Mr. O. P. Austin, Chief of Bureau of Statistics, Washington, D. C.*

WEEKLY PRICES OF PROVISIONS FOR 1902.

DATE.		PORK.		LARD.		D. S. CLEAR RIB.		BACON. CLEAR RIB.	
		Mess.		Prime Steam.		Bulk.		Packed.	
		\$	c.	\$	c.	\$	c.	\$	c.
January	4....	16	40	9	65	8	67½	9	75
	11....	16	20	9	25	8	40	9	62½
	18....	16	25	9	27½	8	62½	9	62½
	25....	15	90	9	22½	8	50	9	50
February	1....	15	20	9	12½	8	45	9	57½
	8....	15	25	9	15	8	55	9	57½
	15....	15	35	9	25	8	57½	9	57½
	22....	15	10	9	15	8	47½	9	57½
March	1....	15	05	9	07½	8	35	9	25
	8....	14	90	9	15	8	37½	9	25
	15....	15	00	9	12½	8	40	9	50
	22....	15	20	9	22½	8	55	9	50
April	29....	16	20	9	45	8	87½	9	75
	5....	16	15	9	30	9	07½	10	12½
	12....	16	42½	9	50	9	22½	10	37½
	19....	16	40	9	55	9	32½	10	87½
May	26....	16	75	9	80	9	52½	10	50
	8....	17	05	10	02½	9	70	10	50
	10....	17	45	10	15	9	72½	10	62½
	17....	17	47½	10	20	9	80	10	87½
June	24....	17	22½	10	07½	9	80	10	87½
	31....	17	25	10	00	9	92½	10	87½
	7....	17	45	10	10	10	22½	11	12½
	14....	17	57½	10	02½	10	47½	11	50
July	21....	17	97½	10	25	10	60	11	62½
	28....	18	25	10	25	10	67½	11	87½
	5....	18	62½	10	45	10	75	11	87½
	12....	18	67½	11	05	10	90	12	00
August	19....	18	30	10	62½	10	85	12	12½
	26....	17	22½	10	47½	10	47½	12	00
	2....	17	35	10	70	10	55	12	12½
	9....	16	85	0	87½	10	02½	11	87½
September	16....	16	82½	9	95	9	77½	11	00
	23....	17	27½	10	85	9	97½	11	87½
	30....	17	50	10	02½	10	32½	11	87½
	6....	17	80	10	27½	10	50	11	62½
October	13....	17	20	10	60	10	80	12	00
	20....	17	15	10	50	11	05	12	25
	27....	17	00	9	90	10	90	12	62½
	4....	17	45	10	15	11	40	12	62½
November	11....	17	40	10	35	11	40	12	62½
	18....	18	00	10	85	11	60	12	62½
	25....	17	65	10	75	11	10	12	62½
	1....	16	10	10	32½	11	00	12	50
December	8....	16	10	10	67½	11	25	12	50
	15....	15	90	10	25	10	90	12	87½
	22....	17	35	10	62½	10	40	12	50
	29....	17	45	10	90	9	75	11	25
	6....	17	75	10	70	8	75	10	50
	13....	18	00	10	35	8	60	10	50
	20....	17	90	10	25	8	60	10	50
	27....	18	45	10	17½	8	60	10	50



## LIVE STOCK.

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By E. S. McINTYRE, Assistant Editor of the Daily National Live-Stock Reporter.

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For the first time in the history of the live stock market at St. Louis the receipts of cattle passed the million mark, the total arrivals amounting to 1,181,628 head, which is 211,747 more than the previous record made in 1901, and more than double the number received any year prior to 1891. The arrivals of sheep, 540,443, is also a slight increase over 1901, and the largest ever received except in 1896 and 1897. Hog receipts amounted to 1,494,395 head, which is not only nearly 750,000 less than arrived in 1901, but less than arrived any year since 1895. The drouth and the failure to raise a corn crop in Missouri during 1901 is the cause for so large a falling off of hog supplies. Compared with last year, the receipts of horses and mules show a loss of nearly 27,000 head, and are the smallest since 1897. The total number of all classes of stock combined received during the year amounts to 3,391,163 head, which is the largest on record except 1901.

While the arrivals of cattle were increasing, the demand was also growing, and as a cattle market, St. Louis at the close of 1902 holds a much stronger position than ever before. As for the arrivals of hogs, they were simply a disappointment to the buying interest from the beginning to the close of the year; in fact the greater portion of the time the supply was not more than half as large as the demand. The demand from the larger packing houses at present is not only greater than ever before, but local butchers which are a larger factor in the trade here than at any other market in the United States, are using larger numbers of all kinds of stock than at any time in the past. Another feature of the trade which has been on the increase for several years, is the percent of arrivals bought and slaughtered locally. It is very seldom that prices offered justify forwarding the stock to other markets, as was the case up to a few years ago.

Another improvement in the market is, that at present the demand is more uniform one day with another, than ever before; consequently the arrivals during 1902 were well cleaned up each day. The amount of business done in dollars and cents is by far the largest since the establishment of the market, as values were on the highest basis in all branches of the trade. While the growth of the market in the past has been enormous, the outlook for the future is brighter than ever before. Another great slaughter house will be open for business early in the spring, and as it will have a capacity of 1,500 cattle, 3,500 hogs and 2,500 sheep per day, increased supplies will be needed to meet this enormous demand.

### NATIVE CATTLE.

Owing to the drouth in Missouri which caused stock raisers to market their cattle in 1901 instead of holding them over and breeding them as they generally do, the receipts of native cattle last year show quite a decrease compared with the previous year. This decrease was principally of good to choice, corn fed beef steers. This of course made the better class sell at a premium, and not for many years has the price for good butcher and export cattle been as high as during the year just closed.

The highest price paid during the year was \$8.75 per cwt. during August, and the top reached \$8.00 or more nine different weeks, while more than half the weeks in the year it was \$7.00 or more. Under normal conditions, prices \$2.00 per cwt. less than these would be considered high. Other grades of stock sold proportionately as high. The extraordinary high prices paid is sufficient proof that the demand was extra good. In the stocker and breeder line the business also shows a decrease which is also explained by the heavy marketing of cattle from Missouri during 1901. Illinois and eastern breeders who usually get their supplies at this market were greatly disappointed at the small number that arrived, and many times had to look elsewhere for cattle or do without them.

From every point of view, the prospects for native cattle trade in this market is much better than ever before. The demand has already increased and larger supplies are expected.

### SOUTHERN CATTLE.

In the Southern or Quarantine Department, cattle arrivals broke all previous records, by nearly 10,000 cars, or about 275,000 head. The total number of cars received during the year was 27,487, containing 800,562 cattle. The St. Louis market has been recognized for many years as the largest in the United States for quarantine cattle, and the fact was still more noticeable during the past year. The record was also broken in prices; the best selling up to \$8, and the general market throughout the year was also much higher than ever before. There are two reasons for this, one the small supplies of native, and the other that the cattle were of better quality, and better prepared to make beef than any time in the past.

Southern cattlemen are fast finding out that this is the best market from every point of view, and the prospects are good that in a few years there will be but one market for quarantine cattle, and that one will be located at St. Louis.

### HOGS.

The hog market was a disappointment to the trade from the beginning to the end of the year. The receipts for the year show a loss as compared with 1901 of nearly 750,000 head, or about 2,500 per day, and were the smallest since 1895, but larger than any year previous to that time. The redeeming feature of the arrivals were their quality. Never in the history of the market was there so large a proportion of the receipts good, well fattened, medium and heavy weights. This is explained by the territory

from which they came. Iowa and Central Illinois furnished a much larger number than ever before. Missouri on account of failure to raise a corn crop in 1901, marketed less hogs than any year for a quarter of a century, and the southern part of the State and Arkansas, practically shipped no hogs of any kind. The total number of pigs and lights received during the year is not any larger than were received during the last two months of 1901. So while the number of head shows an enormous decrease, the decrease in pounds is not near so large.

The year opened with the best hogs selling around \$6.75, which was \$1.50 per cwt. higher than the opening of 1901. During the first three months of the year values declined slightly, but early in the spring prices took an upturn and continued to advance until the middle of July, when the best hogs sold at \$8.25, the highest price reached since early in 1893. The market then began declining, and by the middle of August the loss amounted to about 75 cents per 100 pounds, when another advance set in, and by the middle of September prices were almost as high as during the best time of the year. During the last three months of the year there was a steady decline, and at the close the market was fully \$1.50 per 100 pounds lower than the high time in July, and on exactly the same basis as at the beginning of the year. At the high time prices were \$2 higher than at the same time the previous year, and throughout the year ranged as a rule fully \$1.50 higher, and more than double prices paid a few years ago during the extreme low period.

Not more than a dozen days during the entire year did the receipts approach what might be called a liberal supply, but most of the time were not sufficient to meet more than half of the demand. So great was the local demand that the Eastern buyers, which heretofore have been an important factor in the trade, were almost entirely shut out. Never was there so good a demand from the small city butchers, which of course made competition keen on the best grades, and frequently they not only sold as high as some of the Eastern markets, but often higher. Packers as a rule got only about half the number wanted; yet they were willing to pay good strong prices for them. It is hoped and expected that not only the decrease of the past year will be made up in 1903, but that all previous records will be greatly surpassed. This will be necessary in order to meet the demand, as buyers already on the field not only want increased supplies, but the new plant, which will soon be in operation, will need over half a million. This enormous demand insures to the farmers tributary to St. Louis, a good strong market for all the good quality, well fattened hogs they can possibly raise.

### **SHEEP.**

The sheep market during 1902 was in good condition from every point of view. The receipts amounted to 540,443 head, which is a slight increase over 1901, and the largest on record except in 1896 and 1897. The demand was larger and more uniform than ever before, and prices averaged higher than any year recently. While the receipts are not quite the largest ever

received, the sales are by far the largest, as practically the entire number received were sold, and all that were fit for mutton were slaughtered by local concerns.

The only fault to find with this branch of the trade was that supplies were not sufficient to meet the demand, and buyers were frequently forced to make purchases at other markets and ship them in to fill urgent orders. This of course is sufficient proof that everything offered for sale, found the market on a good high basis compared with others where supplies were larger than the demand.

Another branch of the sheep trade which has improved considerably in the past few years, but is yet in its infancy, is the stocker and feeder department. Country buyers secured nearly twice as many sheep in 1902 as during the year previous, and yet were unable to get more than one-half as many as they wanted. No branch of the trade has any brighter future before it than the sheep department, and farmers and stock raisers tributary to St. Louis will be well paid for their trouble if they will give this matter a little more attention.

The year opened with the best lambs selling around \$5.00 per cwt., but gradually advanced until they were bringing \$7.00. In the mean time good mutton sheep advanced from \$4.25 to \$6.35. The first spring lambs sold quickly at \$10.00 per cwt., but declined to \$7.00 by July 1st. Sheep also declined until early in the summer, the best were selling around \$4.00. Lambs continued to decline until by the 1st of October the best were worth only \$5.50, and showed no material change between that time and the end of the year. During the last six months sheep remained on much the same basis, but sold a little higher right at the end of the year; the best being worth \$4.25 to \$4.50.

### HORSES AND MULES.

While the receipts in this branch of the live stock market show a small decrease as compared with 1901, they were still larger than that of any other market in the world. The low prices paid a few years ago caused farmers to discontinue raising so many horses and mules, and the heavy demand from the British government during 1900 and 1901 are responsible for the decrease in business during the past year.

Although the receipts were smaller, there was no material decrease to the demand, and all good horses sold readily and on the highest basis for several years. The best sellers were the good draft horses and good drivers and coachers. Horses are now selling for nearly double what they did a few years ago, and at no time during the last half of the year were buyers able to get more than half as many as they wanted. On account of the high prices the export trade was not near so large as former years.

The mule trade of course was much the same as in the horse line. Receipts were smaller and prices higher than any time for several years. While the export fell off to a considerable extent, the Eastern and Southern demand was quite good, which kept the trade in good lively condition, and

both large and small mules, if good, found ready sale. Just at the close of the year there was not quite so much activity to the trade, especially from the South, but this is expected to pick up shortly after the new year.

St. Louis is not only the largest mule market in the world, but more mules can be barned here on feed than at any other point; the number frequently reaching 90,000. This gives buyers a large assortment to pick from, and can readily fill any kind of order.

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RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES  
FOR THIRTY-FOUR YEARS.

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## RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1902.

ROUTE.	RECEIPTS.				SHIPMENTS.			
	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules. Head.	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules. Head.
.....	17,529	57,886	22,996	8,484	2,770	.....	988	80
.....	120,688	118,518	25,581	7,460	4,219	476	267	617
.....	248,033	184,690	104,802	6,066	1,799	.....	812	1,323
.....	78,842	184,777	98,826	19,522	6,980	2,136	8,144	1,902
.....	1,751	8,454	2,335	81	452	.....	119	169
.....	410,476	75,062	29,511	8,889	2,142	897	76	616
.....	7,786	12,858	2,221	74	486	4	.....	17
R.R. ....	82,926	56,812	25,670	2,852	4,610	27	2,626	4,889
.....	85,407	94,197	30,682	6,186	10,204	749	2,648	18,976
R. ....	72	.....	.....	.....	598	.....	.....	278
.....	14,086	45,926	16,642	6,229	7,096	1,046	2,932	18,685
.....	15,967	84,986	10,948	683	8,488	182	1,577	4,218
.....	6,120	30,427	17,186	786	9,588	1,921	8	971
.....	5,856	80,521	16,580	1,244	14,868	43,486	1,087	8,342
.....	5,868	79,528	10,400	2,728	108,920	5,285	19,777	2,181
.....	2,887	81,741	7,128	2,458	81,667	20,246	1,686	6,906
.....	6,779	19,691	9,235	2,228	85,622	58,288	8,470	20,668
.....	8,029	50,142	8,112	8,768	66,061	7,070	20,927	2,629
.....	1,717	18,414	3,647	386	12,430	18,101	686	6,180
.....	9,454	68,016	9,920	2,208	15,207	899	1,734	942
.....	5,062	92,606	6,869	6,015	6,699	8,976	5,298	1,851
L. R. ....	26,516	159,908	68,258	80,251	9,204	2,687	8,989	4,455
.....	.....	.....	.....	.....	148	.....	.....	69
.....	2,112	12,241	2,019	1,116	1,780	1,484	852	687
.....	9,422	42,180	6,584	779	1,434	17	407	2,286
.....	1,561	22,868	9,174	180	147	.....	112	217
.....	210	1,122	158	12	6	.....	.....	67
W. ....	159	1,197	98	3	18	.....	.....	145
.....	17,216	15,669	2,922	18,719	.....	.....	.....	.....
Total .....	1,181,628	1,494,885	540,448	122,692	842,191	162,894	74,241	98,426

RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL  
STOCK YARDS FOR THE YEAR 1902.

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RECEIPTS AND SHIPMENTS OF LIVE STOCK AT UNION STOCK YARDS  
FOR THE YEAR 1902.

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## WEEKLY PRICES OF LIVE STOCK FOR 1902.

From Daily National Live Stock Reporter.

Week Ending.	CATTLE.		HOGS.		SHEEP.	
	Best Native Steers.	Best Texas Steers.	Top.	Bulk.	Best Lambs.	Best Sheep.
January 4.....	6 87½	5 10	6 90	6 10@8 60	6 00	4 25
11.....	7 00	5 40	6 70	6 05 6 50	6 15	4 25
18.....	6 15	5 30	6 60	6 15 6 45	6 20	5 00
25.....	6 10	5 35	6 65	6 00 6 45	6 25	4 75
February 1.....	6 50	5 50	6 50	5 80 6 20	6 20	4 75
8.....	6 50	5 45	6 50	5 90 6 35	6 35	5 00
15.....	6 00	6 00	6 47½	5 90 6 35	6 75	5 35
22.....	6 35	5 75	6 50	5 85 6 30	6 85	5 60
March 1.....	6 75	5 55	6 45	5 80 6 25	6 75	5 75
8.....	6 40	5 60	6 55	5 90 6 35	6 75	5 50
15.....	6 40	5 90	6 60	5 90 6 50	6 85	5 50
22.....	6 75	8 00	6 60	6 15 6 45	6 75	5 50
29.....	6 40	6 50	6 69½	6 20 6 75	6 75	5 50
April 5.....	7 10	6 25	7 00	6 45 6 95	7 00	5 50
12.....	7 00	6 50	7 25	6 75 7 10	6 75	5 75
19.....	6 95	6 50	7 40	6 90 7 20	6 60	6 10
26.....	7 10	6 10	7 50	6 80 7 25	6 75	6 25
May 3.....	7 00	6 25	7 40	6 70 7 30	6 75	6 35
10.....	6 90	5 80	7 35	6 75 7 20	6 50	6 00
17.....	7 15	6 10	7 50	6 90 7 25	6 50	6 00
24.....	7 50	6 75	7 15	6 80 7 20	7 00	6 00
31.....	7 50	8 00	7 45	6 80 7 25	7 70	5 50
June 7.....	7 50	6 00	7 50	6 95 7 25	6 60	5 60
14.....	7 75	6 25	7 65	7 05 7 55	7 00	4 75
21.....	8 00	6 25	7 75	7 15 7 65	7 00	4 50
28.....	7 90	7 00	7 95	7 40 7 80	6 75	8 75
July 5.....	8 00	6 25	8 05	7 55 7 85	7 00	4 00
12.....	8 35	5 70	8 25	7 75 8 10	6 80	4 00
19.....	7 65	6 00	8 25	7 80 8 15	6 50	4 00
26.....	7 50	5 75	8 15	7 50 8 05	6 75	4 60
August 2.....	8 50	5 50	8 12½	7 55 7 90	6 25	4 35
9.....	7 80	5 15	7 85	7 30 7 70	5 60	4 00
16.....	8 00	5 30	7 45	6 70 7 35	5 80	4 00
23.....	8 75	4 95	7 55	6 70 7 30	6 00	3 85
30.....	7 40	4 25	7 95	7 30 7 80	5 75	4 00
September 6.....	6 80	4 80	7 90	7 30 7 70	5 60	3 85
13.....	8 00	5 00	8 10	7 30 7 80	5 50	3 65
20.....	7 25	4 85	8 20	7 35 8 00	5 50	3 90
27.....	6 60	4 70	8 05	7 30 7 70	5 55	4 00
October 4.....	7 00	4 10	7 70	7 05 7 45	5 60	3 90
11.....	7 10	5 10	7 90	6 80 7 60	5 50	3 90
18.....	6 85	4 80	7 55	7 00 7 35	5 75	3 90
25.....	7 00	5 30	7 80	6 40 7 20	6 00	4 00
November 1.....	7 25	4 50	6 80	6 40 6 70	5 80	4 00
8.....	6 00	5 75	6 90	6 40 6 75	5 50	4 00
15.....	5 15	5 10	6 60	6 05 6 40	5 50	3 75
22.....	5 40	4 75	6 60	6 15 6 40	5 60	3 85
29.....	5 30	5 00	6 45	6 05 6 30	5 50	3 85
December 6.....	5 25	4 80	6 62½	6 00 6 35	5 50	3 80
13.....	6 00	5 00	6 50	5 95 6 35	5 50	4 25
20.....	5 75	4 20	6 70	6 05 6 55	5 70	4 25
27.....	5 50	4 90	6 70	6 15 6 65	5 10	4 50



## TOBACCO.

### LEAF.

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts, Hhds.	Receipts, Pkgs.	Shipments, Hhds.
1902 .....	86,584	11,027	1,944
1901 .....	82,127	9,698	1,778
1900 .....	44,914	13,997	2,486
1899 .....	68,202	11,828	5,888
1898 .....	48,618	11,864	2,869
1897 .....	52,880	9,068	7,709
1896 .....	85,947	10,185	2,959

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff, cigars and cigarettes. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

### MANUFACTURED.

St. Louis maintained its position as the place where more tobacco is manufactured annually than any other place in the world. The total amount manufactured in 1902 in the first Missouri district, of which nearly the entire amount is the output of St. Louis factories, was 82,593,541 pounds, against 79,294,957 pounds in 1900 and 82,010,863 pounds in 1901, and, if snuff is included, the amount would be 92,803,985 pounds. In addition to the amount manufactured in St. Louis, there was received 16,962,410 pounds from other points, making the total business of the year 99,556,370 pounds. Shipments were 94,835,135 pounds.

The output of cigars was 48,131,634. The total number of cigars sold in this market during the year is placed at 275,000,000. The value of tobacco and cigars manufactured was fully \$45,000,000.

The Commissioner of Internal Revenue reports the total amount of tobacco manufactured in the United States in 1901 as 813,891,891 pounds, of which the first Missouri district produced 81,131,104 pounds, equal to nearly 10%.

The figures for 1902 are not now available, but as the St. Louis output of 1902 was considerably increased, doubtless the percentage for 1902 will correspondingly increase.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1901,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

# **FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.**

YEAR.		Tobacco manu- factured. Lbs.	Am't tax paid.
Fiscal,	1873 .....	5,441,879	06 08
"	1874 .....	4,794,100	51 52
"	1875 .....	5,534,408	83 36
"	1876 .....	4,828,147	19 08
Calendar,	1877 .....	5,484,111	86 16
"	1878 .....	5,990,901	16 84
"	1879 .....	8,679,466	00 00
"	1880 .....	19,899,784	49 45
"	1881 .....	17,234,800	07 00
"	1882 .....	17,170,199	85 82
"	1883 .....	22,895,729	32 19
"	1884 .....	22,631,104	02 27
"	1885 .....	26,517,401	08 04
"	1886 .....	22,448,986	04 41
"	1887 .....	40,294,675	74 00
"	1888 .....	40,000,805	44 26
"	1889 .....	44,964,687	73 29
"	1890 .....	51,792,102	68 21
"	1891 .....	50,394,496	65 34
"	1892 .....	57,877,861	41 09
"	1893 .....	50,465,947	68 67
"	1894 .....	57,097,445	46 73
"	1895 .....	57,447,810	78 60
"	1896 .....	53,134,518	70 78
"	1897 .....	69,588,229	98 74
"	1898 .....	64,898,621	48 86
"	1899 .....	66,873,197	89 63
"	1900 .....	79,294,969	96 19
"	1901 .....	83,010,968	48 52
"	1902 .....	82,596,541	05 24

The manufactures of the past five years can be classified as follows:

	1902. Pounds.	1901. Pounds.	1900. Pounds.	1899. Pounds.	1898. Pounds.
Plug Chewing Tobacco . . .	77,268,941	75,295,713	72,525,585	60,582,228	59,444,584
Fine Cut.....	12,756	51,870	73,015	108,455	55,564
Smoking.....	5,221,844	5,685,781	5,696,889	5,967,524	4,808,823
Snuff.....	10,424	14,508	14,901	15,668	20,072
Total.....	82,608,965	83,025,871	97,809,990	72,673,875	74,328,943

## CIGARS MANUFACTURED IN ST. LOUIS.

YEAR.		Manufact'd.	Amount of tax paid.
Fiscal,	1874		\$ 176,808 45
"	1875		180,883 89
"	1876		191,051 25
Six mon's	1877		105,520 30
Calendar	1878		212,368 09
"	1879		210,203 25
"	1880		230,397 45
"	1881		251,907 80
"	1882		245,298 50
"	1883		195,674 84
"	1884		121,084 69
"	1885		121,510 57
"	1886		129,780 09
"	1887		140,198 98
"	1888		141,863 18
"	1889		128,987 85
"	1890		.....
"	1891		169,835 95
"	1892		170,958 12
"	1893		161,316 47
"	1894		154,306 89
"	1895		147,321 08
"	1896		141,578 45
"	1897		128,847 29
"	1898		158,691 01
"	1899		176,808 98
"	1900		200,418 17
"	1901		153,872 00
"	1902		180,488 78

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR  
SIX YEARS.

	1902.	1901.	1900.	1899.	1898.	1897.
Tobacco.....lbs.	81,754,259	80,705,982	76,170,350	64,530,057	61,255,259	53,786,496
Cigars M.....	48,181	46,335	46,548	41,167	89,884	38,579
Cigarettes M.....	5,514	11,500	57,818	69,208	309,263	479,406
Snuff.....lbs.	10,424	14,500	14,901	15,698	20,072	12,537

BAGGING AND COTTON TIES.

The business in bagging and ties for 1902, shows a falling off in value as compared with 1901. This was in consequence of the short cotton crop.

Local manufacturers report a decrease in the amount of bagging manufactured and an increase in the amount on hand at close of the year as compared with previous year.

RECEIPTS OF JUTE FOR SIX YEARS

RECEIPTS.	1902.	1901.	1900.	1899.	1898.	1897.
Jute, bales.....	76,510	51,888	87,818	42,206	28,862	28,898

SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1902.	1901.	1900.	1899.	1898.	1897.	1896.	1895.	1894.
Bagging, pos.....	261,820	381,118	219,619	256,812	273,661	305,870	181,811	299,071	295,059

BAGGING MANUFACTURED.

1902 .....	11,000,000 yards.
1901 .....	12,500,000 "
1900 .....	9,975,655 "
1899 .....	12,278,500 "
1898 .....	12,500,000 "
1897 .....	9,000,000 "
1896 .....	8,000,000 "
1895 .....	11,700,000 "
1894 .....	13,000,000 "
1893 .....	12,000,000 "
1892 .....	13,000,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1902 .....	4,000,000 yards.
" 1901 .....	2,500,000 "
" 1900 .....	8,781,245 "
" 1899 .....	5,181,200 "
" 1898 .....	721,600 "
" 1897 .....	200,000 "
" 1896 .....	1,000,000 "
" 1895 .....	1,200,000 "
" 1894 .....	1,000,000 "
" 1893 .....	200,000 "
" 1892 .....	800,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1902 .....	45,080	.....
1901 .....	6,708	835,400
1900 .....	12,788	639,400
1899 .....	10,750	537,500
1898 .....	93,645	4,682,250
1897 .....	85,878	1,793,900
1896 .....	42,129	2,106,450
1895 .....	8,020	151,000
1894 .....	1,577	78,850
1893 .....	13,880	669,000
1892 .....	12,433	621,650

TRADE AND COMMERCE OF  
HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1902.....	118,140	1902.....	151,965
1901.....	145,225	1901.....	142,729
1900.....	148,555	1900.....	153,906
1899.....	184,280	1899.....	147,684
1898.....	98,480	1898.....	116,598
1897.....	106,878	1897.....	141,425
1896.....	100,660	1896.....	107,176
1895.....	86,064	1895.....	114,803
1894.....	113,110	1894.....	133,716
1893.....	113,116	1893.....	123,065
1892.....	123,076	1892.....	152,904

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1901 and 1902:

	1901.	1902.
Spirits produced, gals.—Bourbon.....	32,683.2	18,345.6
Alcohol.....	000.0	000.0
Gin.....	000.0	000.0
Highwines.....	000.0	000.0
Pure neutral or cologne spirits and whisky sp'ts	000.0	000.0
Rye Whisky.....	2,775.0	8,892.2
Total.....	35,408.2	21,737.8
Amount of tax paid, at \$1.10 per gallon.....	{ *129,075.5 tx.gals. \$141,983.5	{ *38,119.2tx.gals \$ 41,931.12
Alcohol withdrawn for scientific purposes free of tax	000.0 gals.	None.
Whisky allowed by reason of leakage and evaporat'n	18,255.1 "	5,096.8 "

\*Big distillers closed in this district by trust.

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1901.	Dec. 31, 1902.
Bourbon.....	47,888.5 gals.	33,506.4 gals.
Alcohol.....	None.	None.
Gin.....	None.	None.
Pure neutral or cologne spirits and whisky spirits.....	19,059.4 "	6,290.4 "
Rye Whisky.....	9,171.7 "	14,347.6 "
Total.....	76,119.6 "	54,144.4 "

SPIRITS RECTIFIED OR COMPOUNDED.

1899.....	2,293,447.86 gals.	1898.....	3,182,027.00 gals.
1898.....	2,503,186.18 "	1897.....	3,357,411.73 "
1897.....	2,412,279.50 "	1896.....	3,282,452.37 "
1896.....	2,882,874.17 "	1895.....	3,153,456.98 "
1895.....	2,283,155.18 "	1894.....	3,297,984.13 "
1894.....	2,932,860.23 "	1893.....	2,184,546.82 "

July 1st, 1899, to June 30th, 1900, 2,098,824.81 proof galls. or 2,798,423.08 wine galls.

July 1st, 1900, to June 30th, 1901, 2,433,059.29 proof galls. or 2,761,720.18 wine galls.

July 1st, 1901 to June 30th, 1902, 2,591,564 proof galls. or 2,928,537 wine galls.

Total number of gallons gauged in three years by U. S. Gaugers:

1899.....	4,929,860.49 gals.	1900.....	4,728,317.40 gals.	1901.....	5,284,515.21 gals.
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Total number of wholesale liquor dealers' stamps issued on change of package:

1900..	29,159	1901.....	34,670	1902.....	39,862
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## NAVAL STORES.

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	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch.
1902—81 bbls., 163 tanks.=	20,456	81,005	122,000	5,399
1901 .....	26,077	90,961	188,066	4,596
1900 .....	18,000	73,197	= 104,000	10,120
1899 ....	16,000	59,620	= 89,430	6,878
1898 .....	21,034	87,846	= 134,606	7,028
1897 .....	18,019	76,831	= 109,758	7,100
1896 ....	16,981	49,902	= 75,098	8,475
1895 .....	14,752	49,350	= 73,144	12,240
1894 .....	17,314	57,456	= 82,080	8,170
1893 .....	15,679	44,870	= 51,375	12,048
1892 .....	19,890	53,738	= 76,947	10,218
1891 .....	19,470	56,322	= 75,322	5,679
1890 .....	15,686	48,900	= 68,699	5,157
1889 .....	18,900	49,397	= 69,300	4,167
1888 .....	17,622	47,052	= 68,250	5,516
1887 .....	18,262	45,231	= 66,200	8,675
1886 .....	18,912	33,742	= 72,000	5,095
1885 .....	13,125	48,273	= 66,860	7,343
1884 .....	9,846	36,357	.....	5,818
1883 .....	12,286	40,010	.....	5,779
1882 .....	13,994	36,882	.....	8,796
1881 .....	5,045	41,717	.....	6,293
1880 .	8,076	48,148	.....	4,544

The receipts of naval stores, as indicated by the above table, show a falling off of both turpentine and rosin from 1901, but larger receipts than for 1900 and 1899. The larger part of the naval stores received at this point are handled by St. Louis houses, this being the largest distributing point in the West, only a small portion being shipped through to Western cities.

Turpentine ranged from 41 to 56 cents per gallon during the year, and rosin was quoted at \$1.65 to \$2.20 per barrel for common, \$4.50 to \$4.90 for the best grades.

## LEAD AND SPELTER.

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### PIG LEAD.

By John Wahl Commission Co.

The course of the lead market during the year 1902 was very uninteresting in many respects, and was followed with no marked attention on the part of those directly or indirectly connected with the industry, as well as by the general public. The prices of Missouri lead in St. Louis ranged between \$3.90 and \$4.00 during the entire year; and for desilverized, the price remained stationary at \$4.05. It proved impossible to bring about the same high range of values as that of the previous year (average 1902 is about  $\frac{1}{4}$  cent pound lower than for 1901), owing to the danger of foreign lead being imported even with a duty of  $2\frac{1}{8}$  cents per pound. This was due to the fact that the European markets have been very much depressed and on account of bad business abroad, and constant fear of a deluge of exports from this side, in the event of an advance. While the consumption of lead in the United States has been very heavy, the demand for electrical purposes, cables, etc., especially, showing a large increase, and while the stocks existing at the end of 1901 have practically disappeared, it was necessary in order to bring about the existing state of affairs to take recourse to the same expedient as those of last year, namely, to curtail the production of ores and export certain quantities of domestic lead to Europe. This naturally entailed heavy sacrifice, which, however, to a large degree came out of the pockets of the ore producers. There has also been a tendency to centralize the smelting of ores, and refining of lead bullion by closing down some of the plants and diverting material to others.

The silver mines of Cœur d'Alene districts in Idaho were actively worked throughout the year and showed an increase in the total production, while the mines of the same class in Montana and Colorado were also active.

The soft lead mines of Missouri showed a remarkable increase; the reported production for 1902 being 74,363 short tons as compared with 57,898 tons in 1901.

Total production of desilverized, antimonial and Missouri lead for the year 1902 amounts to nominally 300,000 tons, as compared with 280,000 tons for the year 1901.

The St. Louis receipts for the year were 2,007,720 pigs against 1,800,235 in 1901, and shipments 1,354,119 pigs as compared with 1,243,956 pigs the previous year, showing that the amount handled was considerably larger in 1902.

**WHITE LEAD.**

St. Louis holds the foremost position in the manufacture of white lead. The brands of St. Louis have an established reputation for purity and general excellence. It is estimated that one-third of the output in the United States is manufactured here. Near the close of the year a new company was organized and the construction of a large white lead plant commenced which will soon be in operation and add largely to the output of 1903.

That the business is increasing year by year is shown by the following statement of shipments which does not include the amount used in the city and suburbs or on the World's Fair buildings.

	Pounds.
1902.....	69,430,975
1901.....	59,670,720
1900.....	50,645,780
1899.....	48,460,250

**SPELTER.**

The spelter industry during the year 1902 has been marked by numerous features of interest. The consumptive demand for the metal has been very large in spite of a somewhat slack call from the galvanizers, and although production was very large the prices for the metal rose gradually during the year and remained practically at high level until November, when the market assumed a sagging tendency. The year opened with the market for spelter rather dull and irregular at around \$4.15 nominally. Towards the end of January prices declined to nominally \$3.85. The month of February again showed more animation and prices advanced to \$4.15. The highest point was reached during August when prices reached \$5.25 to \$5.30. The year closes tame with sellers of metal around 4.37½ to 4.40. The production of metallic zinc or spelter in the United States during the year 1902 amounted to nominally 158,000 tons, which is the highest on record and nearly double that of 1896. The production in 1901 was 140,000 tons, which shows an increase for the year 1902 of something like 17,000 tons or 12½%.



## LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

## SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

RECEIVED BY	1901.
.....	719,806
.....	281,800
.....	8,780
.....	24,450
.....	43,000
.....	689,475
.....	140
.....	9,400
.....	81,900
.....	4,425
.....	230,845
TOTAL.....	2,007,720

## SHIPMENTS OF WHITE LEAD.

POUNDS.	POUNDS.	POUNDS.
1891.....36,933,906	1895.....42,803,966	1899.....48,480,259
1892.....36,968,987	1896.....49,359,690	1900.....50,710,699
1893.....37,411,898	1897.....50,968,015	1901.....50,870,720
1894.....38,660,975	1898.....52,442,590	1902.....50,480,975

## MONTHLY PRICES OF LEAD AND SELLER FOR TWO YEARS.

MONTH.	LEAD.		SELLER.	
	1901.	1902.	1901.	1902.
January.....	4 15 ④ 22½	3 87½ ④ 4 00	3 80 ④ 3 97½	4 12½ ④ 4 20
February.....	4 15 4 25	3 97½ 4 07½	3 75 3 87½	3 87½ 4 15
March.....	4 22½ 4 25	3 97½ 4 05	3 70 3 85	4 07½ 4 20
April.....	4 20 4 22½	3 97½ 4 00	3 75 3 87½	4 15 4 25
May.....	4 20 4 22½	3 85 4 00	3 77½ 3 85	4 12½ 4 65
June.....	4 27½ 4 27½	3 95 3 97½	3 77½ 3 85	4 55 4 80
July.....	4 25 4 50	3 97½ 4 00	3 80 3 87½	4 95 5 15
August.....	4 25 4 40	3 97½ 4 08½	3 80 3 17½	5 50
September....	4 25 4 80	4 00 4 05	3 86 3 97½	5 00 5 85
October.....	4 25 4 27½	4 00 4 02½	4 00 4 12½	5 15 5 35
November.....	4 25 4 27½	3 97½ 4 02½	4 12½ 4 15	4 90 5 25
December.....	3 95 4 27½	3 95 4 00	4 15 4 17½	4 85 4 85

## WOOL AND FURS.

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By FUNSTON COMMISSION CO.

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### WOOL.

The year 1902 can really be called the most successful and satisfactory one known to the St. Louis wool trade for many years. From the opening of the season, which is shearing time, to the close of the year, there has been a good healthy and legitimate demand for wool on the part of the mills and manufacturers from all over the country. The St. Louis merchants, pursuing the custom that they have in recent years, laid in a good supply by buying heavily at shearing time in the leading wool producing States and Territories. They not only bought in large quantities, but showed good judgment in securing the most desirable wools. Manufacturers realizing this naturally favored St. Louis more than usual, and were buying in this market steadily throughout the season. There has been no boom whatever, but a good healthy consumptive demand. Prices as a whole have been relatively higher than the previous season, which was caused mainly by the increased demand for wool, and the general healthy condition of the trade. For instance, at the beginning of the year, domestic quarter blood combing wools sold to the mills at 20 to 21 cents, while at the close of the year it sold at 23 to 24 cents. Territory wools of other grades and sections also experienced the same advance in prices. There is less shoddy, cotton or other substitutes used in the manufacture of woollen goods than ever, and the increased demand and a general healthy condition of the wool trade being reported from foreign markets, also tended to strengthen the position of wool in this market.

Each year St. Louis grows stronger and more popular as a wool market, and is now recognized as a big factor in the wool trade of the West, and does much toward establishing values in the Territories at shearing time. It is the second largest market in the United States, and a very strong competitor for both domestic and territory wools, and draws supplies from a greater scope of territory than ever before.

Pulled and scoured wools have kept pace with the fleece and territory wools, and have sold extremely well during the past year. The amount handled in this market being somewhat larger than the previous year. A conservative estimate of the value of wool handled in St. Louis during 1902, amounts to about \$11,000,000.

### FUR.

St. Louis has even increased her importance as a great fur center, and the season of 1902 and 1903 will prove a record breaker in many respects. It is a well known fact that St. Louis is the largest primary fur market in

the world, and the largest coon skin market in the world, not excepting London or any of the foreign markets. During the past season it has been more of an independent market than ever. It has taken the lead and established its own values for furs. As a primary market it doubtless draws furs from a greater scope of territory than any market in the world. It has made its greatest strides in the past four or five years, having reached out into the most remote parts of the far North, where the rarest and most expensive furs are to be secured. For instance, the finer bear skins bring from \$25 to \$100 each, and the beautiful skins of the silver fox sell for from \$200 to \$600, and the rarer specimens often sell as high as \$1,000 each. Many other kinds from the far North, such as Marten, Lynx, Otter, etc., sell at \$5 to \$30 per skin.

The catch for the season of 1902 and 1903 will be somewhat smaller in volume than in 1901 and 1902, but on account of the advance in prices the total value will be greater. The active fur season only lasts about four months in the year, during which time something over \$4,500,000 worth of raw furs are received and sold in this market.

RECEIPTS AND SHIPMENTS FOR SIXTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1902 .....	26,878,080	80,072,850	56,237,220	99,367,210
1901.....	25,877,110	27,811,875	55,005,080	116,723,595
1900.....	17,000,790	15,057,290	60 581,540	106 496,640
1899.....	28,491,625	32,517,076	68,933,720	92,692,028
1898.....	23,710,715	21,266,999	58 716,180	78,705,735
1897.....	30,865,410	34,303,700	59,872,110	88,908,100
1896.....	15,139,840	15,939,579	46,505,880	81,581,130
1895.....	21,593,780	20,526,100	44,169,790	78,039,400
1894.....	24,861,455	24,430,971	46 456,970	68,543,869
1893.....	15,024,436	15,726,165	45,011,866	61,522,479
1892.....	25,850,690	27,450,379	38,412,854	47,596,204
1891.....	21,975,954	21,464,552	34,744,949	39,487,722

RECEIPTS OF PELTRIES AND FURS.

BUNDLES.		BUNDLES.	
1902.....	81,084	1890 .....	78,838
1901.....	85,084	1889.....	43,316
1900 .....	146,507	1888.....	45,332
1899.....	259,256	1887 .....	22,045
1898.....	313,948	1886.....	18,639
1897.....	274,900	1885.....	17,474
1896.....	210,432	1884 .....	15,459
1895.....	195,496	1883.....	15,591
1894.....	87,058	1882.....	18,069
1893.....	96,855	1881.....	16,115
1892.....	101,442	1880.....	12,073
1891.....	125,526		

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1892.....	98,896	1898 .....	83,215
1893.....	103,082	1899 .....	104,040
1894.....	89,533	1900 .....	136,928
1895.....	83,588	1901.....	153,660
1896 .....	80,136	1902 .....	132,126
1897 .....	72,024		

HAY.

By the St. Louis Hay Exchange.

The hay market throughout the year has been in very good condition, and at the close of the year we find there is a smaller stock on hand than for several years—only about 500 tons in store. In fact there has been no surplus stock to speak of at any time during the year as the supply has hardly been equal to the demand. The receipts for 1902 fell under those of 1901 by about 38,000 tons; but this shortage, we believe, was due mainly to the lack of proper railway facilities, it being almost impossible to obtain empty cars, during the past few months, to load with hay.

The prices on both timothy and prairie hay have ruled high throughout the year. This was especially noticeable during the last two or three months. Shipments for the year have been very large, considering that prior to the new crop most of our hay came from Michigan, Indiana and Iowa. While the Southeast didn't take as much hay from this market as in former years, when our crops were larger, a demand sprung up from nearby towns which took care of any surplus we might have.

Considering the shortage in the crop during the first part of the season, and the lack of railway facilities during the last few months, we think that St. Louis did her share of the business, and the St. Louis merchants should be given great credit for their efforts under adverse conditions.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1902.....	213,224	89,028
1901 .....	251,182	117,557
1900.....	234,256	120,777
1899.....	175,820	64,833
1898.....	160,850	46,488
1897.....	178,516	64,067
1896.....	230,852	107,960
1895.....	195,582	69,046
1894.....	159,969	41,238
1893 .....	141,238	30,095
1892 .....	131,148	32,078
1891 .....	141,898	38,253
1890.....	114,092	40,247
1889.....	116,346	53,522
1888 .....	107,884	34,685
1887.....	85,394	23,861
1886.....	85,078	30,006

Stock in store December 31st, 1895, about 7,500 tons.	
“ “ “ “ 31st, 1896, “ 8,250 “	
“ “ “ “ 31st, 1897, “ 3,500 “	
“ “ “ “ 31st, 1898, “ 2,500 “	
“ “ “ “ 31st, 1899, “ 3,500 “	
“ “ “ “ 31st, 1900, “ 2,040 “	
“ “ “ “ 31st, 1901, “ 1,500 “	
“ “ “ “ 31st, 1902, “ 500 “	

Receipts of Hay during 1902, at the principal primary markets, were as follows:

	Tons.
St. Louis.....	213,224
Cincinnati .....	161,898
Indianapolis.....	24,204
Cleveland .....	62,682
Chicago.....	220,225
Kansas City.....	146,520
Peoria .....	81,596
Minneapolis.....	29,471

## RECEIPTS AND SHIPMENTS OF HAY DURING 1901 AND 1902.

BY	HAY. Receipts, 1902.		HAY. Shipments 1902.	HAY. Receipts, 1901.		HAY. Shipments 1901.
	Local Tons.	Thro' Tons.		Local Tons.	Thro' Tons.	
Chicago & Alton R. R., Mo. Div..	1,180	10	.....	605	275	25
Missouri Pacific R. R.....	6,835	11,645	6,878	10,745	17,400	6,846
St. L. & San Francisco R. R.....	6,695	230	5,955	9,960	1,940	3,660
Wabash R. R. (West) .....	7,785	70	1,550	10,270	1,125	480
St. L., Kas. City & Colo. R. R. ....	100	.....	1,855	40	.....	1,524
Mo., Kansas & Texas R. R.....	7,150	1,320	570	9,625	4,795	433
St. Louis Southwestern R. R.....	460	.....	580	325	115	508
St. L., Iron M'nt'n & S'th'n R.R....	65	30	25,082	410	30	26,914
Illinois Central R. R.....	8,470	115	11,463	6,225	80	18,615
L'ville, Henderson & St. L. R. R....	.....	.....	160	10	.....	454
Louisville & Nashville R. R.....	450	.....	14,079	190	40	34,069
Mobile & Ohio R. R.....	.....	.....	11,125	30	30	10,560
Southern Railway Co.....	455	.....	2,685	615	.....	3,899
Baltimore & Ohio S.-W. R. R.....	9,300	.....	120	6,755	60	143
Chicago & Alton R. R.....	5,805	235	571	3,165	60	823
Cleveland, Cin., Chi. & St. L. R. R.	17,220	2,570	60	11,955	4,560	1,089
Vandalia R. R.....	10,655	7,340	390	11,385	4,540	1,552
Wabash R. R. (East).....	33,450	815	680	29,720	20	369
Tol., St. Louis & Western R. R....	20,150	8,360	407	18,600	11,170	68
Chicago, Peoria & St. Louis R. R.	6,960	8,685	325	5,555	4,640	1,621
Chicago, Burl'n & Quincy R. R....	13,640	1,350	385	27,440	4,390	760
St. Louis, Keokuk & N. W. R. R....	16,265	610	190	28,230	2,780	10
St. Louis Valley R. R.....	.....	.....	30	.....	.....	.....
Upper Mississippi River.....	2,194	.....	50	1,185	.....	3,635
Lower Mississippi River .....	63	.....	3,456	28	.....	
Illinois River.....	42	.....	46	74	.....	
Missouri River.....	.....	.....	68	.....	.....	
Ohio, Cumb. and Tenn. Rivers...	.....	.....	277	.....	.....	.....
Total, tons.....	174,839	38,385	89,028	193,142	57,990	117,557

## MONTHLY RANGE OF PRICES OF HAY DURING 1902.

MONTHS.	No. 1 Timothy,		No. 1 Prairie,	
	per ton.		per ton.	
January .....	\$13.50	@ 15.50	\$11.00	@ 12.50
February .....	13.00	14.50	11.00	12.50
March.....	13.00	14.50	12.50	13.50
April.....	13.00	15.25	12.50	13.50
May.....	13.00	15.50	10.00	14.00
June.....	12.00	15.00	9.00	10.50
July.....	13.00	16.00	8.50	10.00
August.....	10.00	15.00	8.00	9.00
September.....	9.50	12.00	7.50	9.00
October.....	11.00	13.00	8.50	11.00
November.....	11.00	13.50	9.00	11.50
December .....	13.50	15.50	10.50	12.00

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-FOUR YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1902 .....	228,770	88,650	777,840	229,881	63,081	75,040
1901.....	315,285	85,280	772,800	.....	.....	.....
1900.....	233,105	27,575	776,160	283,769	20,846	10,080
1899 .....	427,020	28,255	581,280	570,408	40,201	15,680
1898.....	388,120	48,280	451,540	819,911	29,825	44,800
1897.....	351,635	83,045	419,450	229,072	13,867	17,840
1896.....	329,666	89,168	454,160	257,106	9,840	28,025
1895.....	304,204	72,798	804,980	233,541	17,043	54,320
1894.....	248,830	60,787	620,500	228,404	8,628	22,960
1893.....	241,189	80,198	384,020	195,431	16,759	299,680
1892.....	290,487	48,988	473,200	230,230	38,266	149,923
1891.....	381,671	42,478	388,440	316,679	26,808	68,015
1890.....	326,189	83,840	168,080	346,691	25,578	70,020
1889.....	298,663	21,316	304,080	230,359	8,223	144,800
1888.....	330,110	24,649	254,700	258,410	22,821	137,680
1887.....	394,676	32,060	320,490	297,126	9,474	92,319
1886.....	400,358	51,992	247,160	396,487	11,658	56,924
1885.....	337,737	46,831	548,700	309,571	8,957	345,323
1884.....	436,440	58,237	496,800	318,033	13,246	228,020
1883.....	336,175	57,981	693,720	296,257	14,547	457,693
1882.....	297,425	42,750	368,220	291,188	16,519	245,071
1881.....	232,843	73,239	314,720	218,185	25,197	182,332
1880.....	318,879	61,346	333,868	269,163	21,683	.....
1879 .....	244,966	78,345	439,788	231,965	21,691	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1902.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars, In Bulk.	Sacks.	Bbls.	Cars, In Bulk.
Chicago & Alton R.R. (Mo. Div.) ..	.....	.....	.....	800	1,575	28
Missouri Pacific Railroad .....	8,020	100	547	.....	46,484	3
St. L. & San Francisco Railroad ..	100	.....	12	.....	59,205	18
Wabash Railroad (West) .....	.....	.....	14	.....	5,920	16
St. L., K.C. & Colorado R.R. ....	.....	.....	.....	5	150	80
Mo., Kansas & Texas R. R. ....	.....	.....	.....	13,005	51,746	4
St. Louis Southwestern R.R. ....	.....	.....	.....	13,690	6,866	.....
St. L., Iron Mountain & So. R. R. ...	.....	.....	.....	8,220	21,210	15
Illinois Central R. R. ....	4,850	55,965	167	24,190	9,889	2
Lo'isville, Hend'son & St. L. R. R.	.....	.....	2	5	5	.....
Louisville & Nashville R.R. ....	.....	.....	.....	682	1,209	.....
Mobile & Ohio R.R. ....	.....	.....	.....	1,087	1,547	2
Southern Railway.....	.....	.....	.....	1,561	1,490	1
Baltimore & Ohio S.-W. R. R. ....	1,850	2,850	18	80	800	.....
Chicago & Alton R.R. ....	975	18,205	36	150	1,570	.....
O., C., C. & St. Louis R.R. ....	2,815	21,055	191	4,081	1,226	17
Vandalia R. R. ....	1,080	20,955	91	25	2,290	.....
Wabash Railroad (East).....	2,775	83,200	269	60	2,182	1
Toledo, St. Louis & Western R. R.	10,580	25,740	44	.....	.....	1
Chicago, Peoria & St. Louis R.R. ...	655	710	.....	.....	.....	.....
Chicago, Burlington & Quincy R.R.	.....	.....	8	.....	700	.....
St. L., Keokuk & N.-W. R. R. ....	.....	.....	.....	860	5,885	.....
St. Louis Valley R. R. ....	.....	.....	.....	5	255	.....
River.....	.....	.....	.....	125	8,967	1
Total .....	88,650	228,770	1,889	630,811	229,881	134

## CANDIES.

---

St. Louis continues to be one of the greatest candy markets in the United States.

The volume of business in 1902 has been about the same as in 1901, and the class of goods purchased during the year would show an increasing appreciation of the higher grades of confectionery by consumers generally.

There are seven large factories in St. Louis, employing about 2,000 hands and paying in wages nearly three-quarters of a million dollars per annum.

All grades of candies are manufactured, from the cheapest to the most expensive, thus offering to the purchaser, whether he be wholesaler or retailer, facilities for selection unsurpassed by any other market in the country.

The trade extends over nearly the entire United States, reaching on the east to the New England and the Atlantic Coast States, and on the west to the Pacific Slope.

St. Louis is geographically the center of the Mississippi Valley, and enjoys exceptional advantages as a distributing point. This gives St. Louis confectioners a predominating position with the Central, Western and Southern States.

The confectionery manufacturers of St. Louis are progressive, alert and maintain a pre-eminent reputation for integrity and fairness, and their business constitutes a very important element in the city's manufacturing industry, and aggregates between three and four million dollars per annum or about 50,000,000 pounds per year.

## DRIED FRUIT.

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BY HOFMANN BROTHERS PRODUCE CO.

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The past years' business in the dried fruit trade has been a satisfactory one, although the prices have ruled rather low. Receipts of all kinds of dried fruits showed an increase of more than 25% over the previous year, and are the largest recorded during the past fourteen years. This shows that the business in this line is on the increase, and St. Louis now ranks as one of the largest distributing markets for dried fruits of all kinds.

California and Eastern dried fruits are shipped here in large quantities, and from here sold to the trade tributary to this great center.

Dried and evaporated apples are, however, the principal dried fruits handled in this market. This is due, aside from the great popularity enjoyed by this most staple of dried fruits, to the advantageous position occupied by St. Louis as the natural distributing market for the orchard products of Missouri, Illinois and Arkansas. The fruit growing industry in each of these states is making rapid progress, and much of the annual crop is dried and evaporated.

Sundried apples are a commodity wanted and required by a certain class of trade for export, as well as for domestic use. The receipts of this class of fruit were very small this season, and in consequence prices were high, about the same as bleached evaporated apples of the better grades and much higher than the inferior stock. This branch of the industry should not be neglected.

The outlook for a large spring trade in dried fruits is favorable.

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### RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1902.....	810,789	420,855
1901.....	229,814	859,286
1900.....	168,981	319,275
1899.....	310,554	348,821
1898.....	206,617	265,182
1897.....	267,499	441,705
1896.....	80,455	140,590
1895.....	150,908	182,363
1894.....	99,405	219,062
1893.....	155,015	300,338
1892.....	150,766	218,485
1891.....	128,932	182,987
1890.....	150,917	212,330
1889.....	125,788	216,801



SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS	1902.			1901.			1900.			1899.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	.....	800,000	.....	188	198,500	.....	146	549,600	.....	990	504,600	.....
Other ..	81,767	.....	.....	69,558	.....	.....	69,958	.....	.....	88,216	.....	.....
Cotton ..	.....	.....	5,570	.....	.....	2,990	.....	.....	4,940	.....	.....	3,126

Shipment of Flaxseed for 1898, 6,154 sacks and 45,976 bushels.											
"	"	"	1899,	2,625	"	"	840,286	"	"	"	"
"	"	"	1890,	518	"	"	700,160	"	"	"	"
"	"	"	1891,	712	"	"	190,011	"	"	"	"
"	"	"	1892,	...	"	"	161,248	"	"	"	"
"	"	"	1893,	...	"	"	155,557	"	"	"	"
"	"	"	1894,	...	"	"	225,905	"	"	"	"
"	"	"	1895,	...	"	"	225,845	"	"	"	"
"	"	"	1896,	...	"	"	606,879	"	"	"	"
"	"	"	1897,	...	"	"	445,502	"	"	"	"
"	"	"	1898,	...	"	"	294,045	"	"	"	"
"	"	"	1899,	...	"	"	243,871	"	"	"	"
"	"	"	1900,	...	"	"	457,154	"	"	"	"
"	"	"	1901,	...	"	"	88,957	"	"	"	"
"	"	"	1902,	...	"	"	129,205	"	"	"	"

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 5 cents less) for four years.

MONTHS.	1902.		1901.		1900.		1899.	
January .....	.....	.....	1 59	②1 72	1 45	②1 50	1 08	②1 13½
February.....	.....	.....	1 58	1 72	1 52	1 58	1 11	1 12½
March .....	.....	.....	1 50	1 60	1 57	1 62	1 10	1 17
April.....	.....	.....	1 49	1 52	1 62	1 70	1 10	1 16
May.....	1 50	②1 65	1 56	1 67	1 62	1 65	98	1 12½
June.....	1 50	.....	1 67	1 68	1 55	1 58	95	1 00
July.....	1 41	1 50	1 50	1 65	1 35	1 60	98	99
August .....	1 82½	1 45	1 87	1 65	1 25	1 45	98	1 14½
September.....	1 22	1 88	1 87	1 89	1 42	1 56½	1 02	1 15
October.....	1 12	1 25	1 38	1 48	1 46	1 75	1 12	1 28½
November.....	1 11	1 14½	.....	.....	1 50	1 78	1 26	1 30
December .....	1 11	1 14	.....	.....	1 62	.....	1 34	1 46

## RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1902.

## RECEIPTS AND SHIPMENTS OF EGGS.

		RECEIPTS.	SHIPMENTS.
1902, Packages	.....	826,999	512,562
1901, "	.....	1,022,648	770,479
1900, "	.....	930,893	479,424
1899, "	.....	751,234	511,426
1898, "	.....	806,984	549,146
1897, "	.....	894,906	560,823
1896, "	.....	796,497	494,896
1895, "	.....	654,939	413,016
1894, "	.....	593,773	317,231
1900, "	.....	562,259	302,169
1893, "	.....	469,216	174,041
1891, "	.....	601,316	371,741

## URKIN.

## RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

## CASTOR BEANS.

## MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1902.

January.....	\$1 35@1 40	July.....	\$1 30@1 35
February.....	1 35 1 40	August.....	1 30 1 35
March.....	1 35 1 40	September.....	1 30 1 35
April.....	1 35 1 40	October.....	1 30 1 35
May.....	1 35 1 40	November.....	1 30 1 35
June.....	1 35 1 40	December.....	1 30 1 35

## POTATOES AND ONIONS.

## RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

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No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

## FRUIT AND PRODUCE.

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By MANLEY G. RICHMOND.

---

Taken as a whole, the business of St. Louis, in 1902, has surpassed all preceding years. The tonnage larger, and the values on most commodities, very satisfactory. Only one branch of the fruit trade has been a decided sufferer through the conditions of 1902. The foreign lemon trade speculators in Sicily lemons, having had about the worst season in their records.

### APPLES.

The crop of 1902, was the largest ever raised in the United States, exceeding the bumper crop of 1896. The visible supply in storage on December 31st, as furnished by the National Apple Shippers Association, including the holdings of Canada, were 4,074,169 barrels, equal to 12,222,507 bushels. Exports out of the crop up to December 31st, were 1,737,070 barrels. The total exports out of the 1896 crop, was 2,900,000 barrels, which were the largest ever exported out of any one crop. It is reasonable to predict that the exports out of the 1902 crop will exceed those of 1896, by several thousand barrels, and taking into consideration that the values so far, have been fully  $33\frac{1}{3}$  per cent better than the preceding bumper crop year, speaks well for the gaining popularity abroad for our American apples. The States looking to St. Louis for their distribution of its crops, distributed their proportion to making up of the record breaking crop. The receipts for St. Louis, were 448,225 barrels, (These do not take into account the wagon receipts.)

### POTATOES.

The local crop of potatoes for 1902, was large. Shipments alone out of the American Bottom was 5,175 cars, equal to 2,587,500 bushels. Also wagon receipts, which are conservatively estimated at 800,000 bushels more. The average price paid to the farmer was fifty cents per bushel, making \$2,193,750 paid out for the crop. The receipts for 1902, added to the Bottom potatoes, were 2,729 cars and 758,936 packages, or 3,261,840 bushels, making a total of 6,649,340 bushels handled through the St. Louis market.

The Government figures for 1902 crop, were large. The States of which St. Louis is the natural outlet and distributing center, contributed largely to making of the large crop, as indicated in the government report and received handsome returns. As a whole, the potato trade was very satisfactory to both dealer and grower.

### ONIONS.

The receipts of onions for 1902, was 373 cars and 106,600 packages; these figures do not include the local crop, which was moved principally by wagons.

### ORANGES AND LEMONS.

The receipts of oranges for 1902, was 675,779 boxes and barrels. The receipts of lemons, 126,401 boxes. The business done in oranges was satisfactory, showing a gain over previous year; but the lemon traders suffered to some extent, owing to the season not being adapted to their consumption, summer too cool.

### MELONS.

Receipts of melons for 1902, was 1940 cars.

# RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES FOR 1902.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls .....	448,225	321,473
Ale and Beer.....packages.....	.....	5,102,090
Bananas.....cars .....	2,126	1,528
Barbed Wire.... pounds .....	43,761,300	72,354,520
Beef..... barrels and tierces .....	.....	3,544
Fresh Beef.....pounds .....	31,968,200	318,387,455
Canned Beef..... " .....	.....	4,532,680
Boots and Shoes.....cases.....	937,625	1,151,231
Cordage and Rope.....coils.....	81,275	.....
Cement.....sacks .....	1,986,595	.....
".....barrels.....	149,835	.....
Cotton Seed Meal.....tons.....	24,291	20,133
Candles.....boxes.....	.....	163,753
Eggs.....packages.. . . . .	825,999	512,562
Fish..... " .....	71,300	.....
Fertilizer . . . . .tons. . . . .	.....	63,412
Hops.....bales... .....	4,557	.....
Iron and Steel.....tons.....	278,027	.....
Leather.....rolls.....	132,125	.....
Lemons.....boxes .....	126,406	92,836
Malt.....sacks .....	178,000	149,175
Nails.....kegs .....	752,575	883,226
Oils.....barrels .....	75,805	.....
".....tanks .....	9,066	.....
Oil Cake.....tons.....	.....	1,661
Oranges.....packages.....	675,779	478,658
Ore, Iron.....tons.....	110,282	12,350
" Zinc..... " .....	87,542	31,552
Pig Iron..... " .....	275,423	221,764
Railroad Iron..... " .....	174,325	.....
Staves.....M .....	449	.....
".....cars .....	5,572	.....
Soap.....boxes.. .....	.....	1,121,449
Tallow.....pounds .....	5,792,600	10,897,900
Tin.....boxes.....	122,090	.....
Wines and Liquors..... barrels.....	28,545	.....
" ".....boxes and cases...	95,120	.....
Zinc and Spelter.....slabs.....	2,357,335	2,542,445

## FIRE RECORD FOR 1902.

As Reported by Capt. CHAS. EVANS, Underwriter's Salvage Corps.

MONTHS.	ON BUILDINGS.			ON CONTENTS.		
	Insurance.	Losses to Companies.	Total Losses.	Insurance.	Losses to Companies.	Total Losses.
January ...	\$ 690,746 89	\$ 184,558 54	\$ 185,582 78	\$1,284,129 00	\$ 470,109 53	\$ 508,712 74
February ..	310,897 50	84,544 41	87,889 41	155,864 50	55,574 19	55,574 19
March .....	1,680,566 98	69,796 69	70,569 68	495,097 92	184,419 97	197,881 97
April .....	178,096 00	11,852 28	11,852 28	68,002 00	9,408 62	9,408 62
May .....	240,191 98	55,195 78	55,453 98	171,707 00	128,262 78	128,262 78
June .....	184,412 68	26,248 61	25,279 61	598,796 00	28,686 52	24,764 27
July .....	210,874 00	6,051 08	6,051 08	91,565 00	12,088 45	12,088 45
August .....	172,069 00	6,929 87	6,929 87	519,700 00	5,167 40	5,167 40
September ..	187,897 68	6,804 91	6,804 91	82,426 00	5,468 45	5,468 45
October ...	248,510 00	13,396 98	13,410 98	77,810 00	17,126 98	17,126 98
November ..	225,870 00	17,881 21	17,881 21	129,787 50	88,688 19	88,688 19
December ..	885,871 20	29,278 54	29,278 54	584,228 75	92,509 95	88,321 56
Totals ...	\$4,854,574 87	\$ 400,968 86	\$ 400,984 29	4,142,548 67	\$1,028,483 96	\$1,182,387 48

## FIRES FOR WHICH NO ALARMS WERE GIVEN.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses.	Insurance.	Losses.
January .....	\$ 124,675 00	\$ 1,652 25	\$ 81,860 00	\$ 1,184 20
February .....	41,016 88	219 15	54,000 00	606 94
March .....	63,400 00	286 55	26,797 75	411 64
April .....	87,188 57	445 82	80,874 00	1,021 66
May .....	72,507 00	601 10	61,077 80	637 60
June .....	51,500 00	181 44	72,675 00	1,502 55
July .....	70,100 00	281 00	20,812 50	480 29
August .....	79,958 50	191 49	9,500 00	194 55
September ..	86,500 00	198 00	22,296 08	267 72
October .....	568,410 00	718 68	17,000 00	169 65
November ..	25,800 00	86 50	11,900 00	174 65
December ..	12,646 00	98 56	29,859 00	902 85
Totals .....	\$1,170,675 78	\$ 4,869 99	\$ 428,182 60	\$ 7,558 80

INSURANCE LOSSES AND PERCENTGES ON BUILDINGS AND CONTENTS  
DURING TWELVE YEARS.

## MONTHLY RECEIPTS FOR 1902.

Date—1902.	Apples, bbls.	Bagging, pcs.	Ban- anas. Cars.	Barley.		Butter, lbs.	Beans, sks. and bbls.	Barbed Wire lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.
				Sacks.	Bushels.					
January .....	3,298	.....	72	.....	274,500	1,092,300	15,640	4,754,000	3,111,000	110,295
February .....	5,840	.....	62	.....	142,500	886,900	12,295	4,239,700	3,106,200	95,375
March .....	6,509	410	117	.....	129,000	884,570	15,880	3,323,000	1,876,400	88,685
April .....	3,682	.....	170	.....	53,000	817,775	3,800	3,296,000	1,759,000	76,190
May .....	1,600	2,600	216	.....	22,000	1,299,840	4,830	3,763,000	2,365,400	68,435
June .....	.....	1,155	260	102	3,000	1,892,705	2,800	2,463,000	2,116,800	75,940
July .....	4,209	10,320	281	44	1,000	2,117,565	600	1,669,900	2,549,400	71,835
August .....	20,435	17,995	177	12	1,000	1,085,930	1,915	3,770,700	2,654,100	67,015
September .....	70,090	6,000	250	.....	112,000	1,196,310	7,930	4,245,000	3,117,400	72,645
October .....	221,945	4,850	182	25	582,000	1,276,335	14,770	3,719,000	3,451,500	77,505
November .....	69,822	1,700	154	33	497,000	879,580	14,880	5,003,000	3,023,300	67,165
December .....	40,795	.....	185	.....	417,000	1,132,835	7,650	3,510,000	2,837,700	68,590
Totals .....	448,225	45,080	2,126	216	2,234,000	14,572,645	102,490	43,761,300	31,968,200	937,625
By Railroad .....	361,530	45,080	2,126	12	2,234,000	13,620,690	102,365	42,641,300	31,968,200	937,230
" River .....	86,695	.....	.....	204	.....	39,470	125	920,000	.....	845
" Express .....	.....	.....	.....	.....	.....	912,485	.....	.....	.....	.....

**MONTHLY RECEIPTS FOR 1902—Continued:**

[illegible]





MONTHLY RECEIPTS FOR 1902 — Continued.

Date—1902.	EGGS.		Flaxseed. Bus. bulk.	Fish, pkgs.	Flour, bbls.	Grease lbs.	Glucose, bbls.	High- wines & Whisky. bbls.	HAY.	
	Pkgs. Local.	Pkgs. Through							Local Tons.	Thro', Tons.
January .....	15,867	3,268	36,000	4,335	173,295	416,000	2,465	11,595	22,085	5,840
February .....	13,874	10,045	12,600	8,060	140,345	122,900	1,790	11,335	13,375	2,575
March .....	50,183	59,252	13,800	8,035	199,270	39,800	3,540	10,315	14,365	2,440
April .....	59,389	92,742	9,600	7,060	157,445	34,100	4,020	10,055	14,710	2,655
May .....	54,997	59,496	12,000	7,315	156,220	65,600	4,875	9,450	15,085	1,895
June .....	46,999	29,226	5,400	4,830	180,060	30,300	4,015	9,325	11,201	1,810
July .....	48,124	30,000	6,600	4,585	177,890	63,200	4,265	8,285	9,722	1,955
August .....	46,807	16,458	86,400	5,020	185,575	.....	3,510	8,390	14,228	5,965
September .....	43,655	13,809	32,400	4,920	192,635	31,400	4,670	10,195	17,215	3,260
October ...	40,755	19,588	37,200	6,155	212,195	152,200	5,045	11,575	16,020	3,080
November .....	29,034	10,784	27,600	5,830	219,085	244,600	2,875	8,300	12,145	4,165
December .....	23,954	8,193	20,400	5,155	223,670	252,700	4,050	9,350	14,690	3,245
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	473,138	352,861	300,000	71,300	2,217,685	1,452,800	45,120	118,140	174,839	38,385
By Railroad .....	265,847	352,861	300,000	71,300	2,197,512	1,448,000	45,120	118,140	172,540	38,385
" River .....	35,972	.....	.....	.....	20,173	4,800	.....	.....	2,299	.....
" Express .....	171,319	.....	.....	.....	.....	.....	.....	.....	.....	.....

THE CITY OF ST. LOUIS.

## MONTHLY RECEIPTS FOR 1902.—Continued.

Date—1902.	Horses & Mules, head.	Hides, lbs.	Hogs, head.	Hops, bales.	Iron and Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.
January .....	14,834	5,471,680	203,513	1,295	19,885	1,763	5,412,100	159,680
February .....	10,935	3,356,290	143,612	594	22,442	11,321	6,275,900	184,575
March .....	12,208	3,797,520	108,252	205	26,560	4,449	5,296,000	172,050
April .....	10,438	3,829,150	100,488	145	24,642	18,890	4,760,900	155,235
May .....	7,924	4,512,910	114,868	114	26,659	6,772	3,066,700	170,475
June .....	5,836	3,774,070	100,316	242	27,301	5,065	2,978,500	149,695
July... ..	7,309	4,018,850	79,233	.....	27,134	6,026	2,804,400	143,680
August .....	7,917	5,201,550	86,461	58	22,137	14,102	2,944,100	142,920
September .....	12,607	5,930,660	119,008	125	22,372	1,847	1,905,000	181,120
October .....	12,933	5,226,320	171,720	.....	21,892	2,500	2,349,100	206,140
November .....	10,679	5,186,630	142,643	669	18,901	3,895	2,328,800	159,890
December .....	9,077	5,981,640	124,331	1,110	18,093	860	3,073,500	182,850
.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	122,697	56,237,220	1,494,395	4,557	278,027	76,510	43,195,000	2,007,720
By Railroad.....	106,943	55,712,490	1,399,499	4,557	278,027	76,510	43,195,000	2,007,720
" River .....	2,035	524,730	79,028	.....	.....	.....	.....	.....
" Driven .....	13,719	.....	15,898	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1902.—Continued.

Date—1902.	Leath'r rolls.	Lemons Pkgs.	Lumber		Malt. Sks.	Mdse. & Sundries.		Molasses.		Meas. Cars.	Nails, kegs.	Oats.	
			Cars.	M Feet.		Packages.	Cars.	Bbbs.	Kegs.			Sacks.	Bushels.
January .....	11,105	8,550	8,840	.....	12,685	811,700	13,907	9,980	180	.....	106,915	800	1,998,000
February .....	10,795	9,365	7,760	.....	18,875	709,200	12,722	6,605	110	.....	67,285	200	1,252,800
March .....	8,035	11,645	12,991	.....	19,300	881,765	16,433	3,030	.....	.....	37,870	62	1,672,650
April .....	8,980	24,870	13,859	.....	30,195	946,860	15,176	4,547	15	.....	54,560	101	1,856,750
May .....	9,700	12,710	12,060	.....	17,985	956,015	16,658	4,960	.....	.....	49,515	1,054	1,814,400
June .....	10,565	8,826	10,698	.....	19,785	896,760	15,527	3,565	.....	38	36,070	519	1,841,900
July .....	10,215	18,475	11,241	.....	16,040	922,630	15,695	2,715	5	856	35,645	2,288	1,038,150
August .....	11,330	13,145	10,805	.....	10,320	985,870	16,593	3,000	.....	977	54,555	2,187	1,944,000
September .....	10,540	5,250	11,569	.....	5,735	1,039,965	16,272	3,055	.....	68	60,165	1,211	2,317,950
October .....	13,420	3,475	11,765	.....	5,815	1,086,920	18,030	5,447	.....	1	64,175	872	2,469,150
November .....	15,680	2,350	9,702	.....	11,725	950,455	16,407	5,925	15	.....	102,580	981	1,605,150
December .....	11,760	8,245	10,236	.....	9,530	1,055,380	16,864	8,655	.....	.....	83,240	264	1,206,900
By Wagon .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500,000
Totals .....	132,125	126,406	131,576	.....	178,000	11,243,020	190,234	61,504	325	1,940	752,575	10,489	20,517,800
By Railroad .....	132,115	126,380	131,576	.....	178,000	10,780,400	190,234	60,760	325	1,940	752,575	6,267	20,017,800
" River .....	10	26	.....	.....	.....	462,620	.....	744	.....	.....	.....	4,222	.....
" Wagon .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500,000





# MONTHLY RECEIPTS FOR 1902—Continued.

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TRADE AND COMMERCE OF

Date—1902.	Rice, pkgs.	Rosin, bbls.	R.R. Iron tons.	Salt.			Seeds, Sacks and bbls.	Sheep. Head.	Staves.	
				Sacks.	Bbls.	Cars in blk.			M.	Cars.
January.....	25,900	7,070	19,470	2,850	28,325	96	6,757	26,357	.....	541
February .....	25,940	3,585	8,550	2,930	6,275	65	4,994	19,538	.....	851
March .....	23,580	3,205	11,815	1,975	11,065	89	6,314	23,872	50	451
April.....	14,605	4,275	6,630	4,850	13,375	89	4,798	30,483	.....	471
May .....	11,900	6,235	9,550	1,460	10,190	105	1,280	66,302	60	353
June .....	9,233	10,065	6,735	2,850	19,260	106	681	78,385	147	341
July .....	10,770	10,565	18,880	2,765	22,305	153	460	60,419	.....	509
August .....	4,395	6,805	14,560	3,205	19,200	115	11,014	51,848	.....	406
September .....	6,845	7,790	8,300	1,415	22,045	138	17,676	52,769	.....	530
October .....	13,055	7,075	23,575	3,545	26,690	135	17,098	49,897	50	502
November .....	16,450	5,875	28,875	3,175	25,955	147	8,502	36,596	142	556
December .....	33,900	9,400	24,435	2,630	23,985	151	2,243	48,977	.....	561
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	198,575	81,005	174,325	33,650	228,770	1,389	81,767	540,443	449	5,572
By Railroad .....	198,575	81,005	174,325	33,650	228,770	1,389	80,431	525,148	.....	5,572
" River.....	.....	.....	.....	.....	.....	.....	1,336	12,873	449	.....
Driven.....	.....	.....	.....	.....	.....	.....	.....	2,922	.....	.....

[illegible]



## MONTHLY RECEIPTS FOR 1902--Continued.

Date--1902.	Turpentine.		Tin, Boxes.	Tea, Chests	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc and Spelter Slabs.
	Bbls.	T'ns			Sacks.	Bushels.	Barrels.	Bxs. & cas.		
January .....	64	2	7,615	915	6,622	428,800	2,410	7,475	1,192,590	199,880
February .....		4	7,070	1,195	6,417	459,200	1,615	6,370	764,460	185,080
March .....		11	30,005	1,270	15,011	780,400	2,050	7,680	304,180	212,980
April .....		2	13,565	480	13,368	582,800	2,150	7,860	908,970	219,390
May .....		17	9,805	570	24,206	1,254,600	2,125	7,580	8,785,820	229,350
June .....		33	9,935	430	45,535	1,168,000	1,240	9,035	7,725,180	205,055
July .....		22	6,540	600	521,482	4,770,900	1,535	6,230	6,762,350	216,680
August .....		18	9,650	1,680	368,021	5,415,300	2,260	6,345	1,791,900	165,910
September .....	17	12	6,520	2,120	145,754	3,685,500	4,095	8,110	384,580	191,790
October .....		16	9,490	1,325	91,141	3,607,200	3,440	9,520	767,070	210,610
November .....		16	5,005	175	74,307	3,445,200	2,445	9,550	1,202,390	168,755
December .....		10	6,890	6,280	26,418	1,476,000	3,180	9,415	788,690	151,955
By Wagon .....						582,590				
Totals .....	81	163	122,090	16,990	1,388,282	27,656,190	28,545	95,120	26,878,080	2,357,835
By Railroad .....	81	163	122,090	16,935	888,777	27,073,600	28,520	94,965	26,081,920	2,357,835
" River .....				55	999,455		25	155	846,160	
Wagon .....						582,590				

**MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902.**

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Continued.

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TRADE AND COMMERCE OF

Date—1902.	Bran.		Cattle, head.	Castor Beans. Sacks.	Cheese, bxs.	Coal, tons.	Coffee.		Corn.		Cornmeal, bbls.	Cotton, bales.
	Sacks.	Cars blk.					Sacks.	Pkgs.	Sacks.	Bushels.		
January .....	55,345	94	8,927	.....	20,685	110,500	20,185	18,620	157,480	1,551,465	19,355	188,578
February ...	31,315	66	12,621	... ..	21,525	91,110	14,405	21,680	108,705	1,236,305	14,380	80,640
March .....	47,760	64	9,284	.....	26,090	74,865	16,620	27,915	91,415	1,336,595	19,225	91,594
April .....	76,740	67	11,862	.....	23,625	68,405	13,405	29,890	83,163	977,495	20,255	42,831
May .....	50,109	52	14,671	.....	21,445	62,095	15,215	26,670	86,780	1,049,340	21,160	28,511
June.....	85,354	100	28,375	.....	20,015	63,390	15,370	26,340	40,595	646,645	20,365	15,972
July .....	129,358	40	41,861	.....	22,917	84,881	16,818	28,160	19,166	399,305	14,441	8,927
August .....	137,839	121	48,182	20	32,622	70,616	15,786	29,296	10,832	886,560	24,434	10,657
September...	188,370	55	51,569	.....	27,443	89,275	14,510	28,615	6,490	496,145	18,055	12,863
October .....	165,010	33	53,325	.....	38,600	82,225	18,855	32,870	3,407	511,585	14,915	66,706
November ...	129,775	48	36,109	35	28,685	128,630	15,760	29,490	3,755	949,415	13,955	117,795
December....	109,485	81	25,405	.....	29,415	126,105	15,780	32,110	2,670	1,814,330	19,985	134,703
Totals....	1,206,460	821	342,191	55	313,067	1,047,287	192,159	331,656	614,458	11,855,085	220,485	749,777
By Railroad	1,180,992	821	338,872	35	308,181	1,035,822	180,351	331,656	575,115	11,628,685	186,185	749,692
River.....	25,468	...	3,319	20	4,886	11,465	11,808	.....	39,343	226,400	34,300	85

**MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902--Continued.**

Date--1902.	Cotton- seed Meal, tons.	Candles, bxs.	Dried Fruit, pkgs.	Eggs, pkgs.	Flaxseed. Bus. blk.	Flour, bbls.	Fertili- zer, tons.	Grease, lbs.	Hay, tons.	Horses and Mules, head.	Hides, lbs.
January .....	4,145	13,005	36,175	4,740	.....	211,710	4,535	520,550	8,685	11,793	8,055,550
February .....	1,645	13,310	30,875	15,346	3,505	154,515	3,550	230,400	8,530	9,416	5,968,700
March .....	1,640	11,630	23,785	84,625	2,430	184,215	6,560	203,100	8,922	10,262	6,734,600
April .....	1,290	15,280	24,135	114,425	6,465	152,932	4,760	536,450	8,836	7,938	7,561,500
May .....	1,165	12,415	19,455	78,050	9,440	159,200	1,525	401,700	6,203	7,139	7,788,100
June.....	555	9,725	17,800	29,965	1,530	212,406	2,460	406,500	4,953	4,436	5,770,900
July .....	608	10,638	16,403	30,757	855	192,978	4,506	567,700	4,590	5,533	6,728,100
August .....	400	8,845	24,942	20,964	61,035	260,575	4,704	363,650	10,034	5,711	8,545,400
September .....	540	14,565	39,860	23,090	20,410	245,435	10,979	360,850	7,441	8,632	9,781,700
October.....	1,445	16,725	57,690	42,630	7,730	299,565	7,463	620,700	7,370	11,099	10,956,100
November .....	2,655	19,450	80,175	29,130	12,890	280,235	4,515	423,000	7,041	8,942	11,600,260
December .....	4,045	19,165	49,610	38,840	3,415	300,685	7,800	583,250	6,473	7,524	9,923,800
Totals.....	20,133	163,753	420,855	512,562	129,205	2,684,451	63,412	5,207,850	89,028	98,425	99,367,210
By Railroad .....	20,133	162,789	411,560	512,557	129,205	2,614,209	63,385	5,193,100	85,135	95,103	99,363,550
“ River .....	.....	964	9,295	5	.....	70,242	27	14,750	3,893	3,322	3,660

## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Continued.

Date—1902.	Horniny & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead, pigs.	Sigsbee Copper Pipe	Lumber.		Malt, sacks.	Mdse. and Sundries.		Melons Cars.	Molasses.	
						Cars	M ft.		Pkgs.	Cars.		Bbls.	Kegs.
January .....	6,706	16,137	8,657,935	97,185	9,715	4,386	.....	6,065	3,059,100	20,588	.....	11,745	3,255
February .....	6,010	17,760	7,558,500	81,560	6,330	4,086	.....	6,600	2,894,980	19,248	.....	10,800	2,515
March . . . . .	6,675	19,671	7,717,185	110,505	7,235	6,659	54	10,015	3,313,348	22,477	.....	10,085	2,540
April .....	8,245	17,275	6,596,575	92,621	9,350	6,758	211	16,730	3,347,377	22,567	.....	10,617	2,405
May .....	7,300	17,377	4,951,880	104,465	7,330	6,273	338	19,645	3,401,607	22,219	.....	9,030	2,310
June .....	4,175	12,350	6,272,915	103,635	6,790	5,746	148	18,080	3,386,805	22,815	19	8,823	2,480
July .....	5,662	7,470	4,654,645	134,621	11,854	6,181	142	14,950	3,324,570	22,651	510	7,032	3,925
August .....	6,930	9,332	5,381,130	127,143	11,717	6,560	224	13,735	3,345,263	23,630	662	8,424	2,820
September . .	5,815	11,026	5,814,670	150,680	5,065	6,276	176	8,695	3,423,099	24,396	39	11,712	3,385
October .....	5,777	18,570	7,390,045	131,441	5,810	6,893	313	12,805	3,636,948	25,348	.....	16,854	5,095
November .....	4,573	7,498	5,543,675	107,434	4,940	5,651	394	11,005	3,175,190	22,580	.....	14,080	3,890
December .....	4,950	7,928	6,646,400	112,829	6,700	6,258	86	10,850	3,382,085	23,121	.....	14,834	3,680
Total .....	72,317	162,394	77,135,565	1,354,119	92,836	71,727	2,086	149,175	39,640,372	271,635	1,230	134,046	38,300
By Railroad....	67,092	160,923	76,463,815	1,350,006	92,836	71,727	.....	146,620	38,205,525	271,635	1,230	131,186	38,045
" River.....	5,225	1,471	666,750	4,113	....	.....	2,086	2,555	1,434,847	.....	.....	2,860	255

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Continued.

THE CITY OF ST. LOUIS.

Date—1902.	Nails, kegs.	Oats.		Oil Cake, tons.	Onions, pkgs.	Or'nges bxs. & bbls.	Ore, tons.		Pig Iron, tons.	Pork Product.		
		Sacks.	Bushels.				Iron.	Zinc.		B'ld Pork bbls.	Hams, lbs.	Meats, lbs.
January ...	80,965	76,245	923,155	30	18,890	65,190	190	2,040	19,305	878	3,767,740	19,867,500
February ..	67,240	52,265	587,860	6	15,805	142,430	840	1,555	19,485	277	2,498,500	19,255,500
March .....	63,760	68,390	647,780	.....	14,080	83,085	60	1,675	23,185	899	3,740,350	19,296,600
April.....	68,050	68,040	616,400	15	11,405	72,470	665	1,935	18,815	293	4,385,970	19,996,155
May.....	63,260	61,430	412,380	20	11,140	20,115	105	2,630	15,295	425	4,406,845	19,971,550
June .....	69,110	42,115	454,190	235	10,410	14,240	60	2,475	14,545	372	4,811,220	19,504,045
July .....	68,168	19,287	310,725	85	8,762	5,858	.....	2,618	14,794	926	4,988,230	22,442,580
August.....	65,325	30,741	1,009,119	140	13,334	3,965	295	3,174	15,765	909	5,294,750	21,688,400
September .	68,330	38,505	975,220	455	23,900	4,400	1,700	4,555	18,475	757	3,229,310	24,886,810
October.....	90,558	83,085	850,775	274	23,100	9,320	4,155	3,400	20,410	1,116	2,429,400	23,740,075
November .	74,325	52,375	1,042,245	203	19,085	11,305	4,050	2,615	17,900	708	2,648,925	20,227,500
December	99,135	35,300	714,200	218	15,415	46,280	230	2,880	24,280	778	4,865,550	17,600,500
Totals..	883,226	622,778	8,544,049	1,681	184,826	478,658	12,350	31,552	221,764	7,836	46,586,790	248,477,215
By Railroad	857,217	562,383	8,515,640	1,681	182,496	478,658	12,245	31,552	221,764	7,432	45,973,620	245,719,990
" River...	26,009	60,395	28,409	.....	2,330	.....	105	.....	.....	404	593,170	2,757,225

## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902.—Continued.

Date—1902.	Potatoes.		Rye.		Rice, pkgs.	Salt.			Sheep, head.	Sugar.		
	Pkgs.	Bus.	Sacks.	Bushels.		Sacks.	Bbls.	Cars, blk.		Hhds.	Bbls.	Bags.
January .....	29,785	48,325	.....	47,225	18,735	7,470	27,330	5	567	100	22,770	32,965
February .....	29,525	41,330	.....	14,810	25,775	2,340	9,850	2	349	.....	18,890	41,205
March .....	28,315	42,600	35	36,645	27,935	3,075	12,565	4	585	.....	19,850	25,850
April .....	25,965	31,540	100	37,330	18,745	3,120	14,370	5	1,767	.....	29,750	44,940
May .....	37,955	61,980	.....	56,045	16,885	2,665	12,175	8	13,871	.....	23,665	24,900
June .....	235,510	304,375	25	32,282	17,000	3,420	16,655	6	20,277	.....	22,700	24,940
July .....	51,200	83,300	.....	9,230	9,866	5,115	26,783	26	6,321	.....	16,941	19,845
August .....	31,017	66,025	563	31,385	10,912	8,016	23,573	9	8,700	.....	18,048	17,976
September .....	31,980	35,195	1,000	96,970	12,280	6,810	18,980	29	7,198	.....	16,229	18,029
October .....	22,120	40,495	20	115,080	22,960	9,285	23,885	9	5,139	.....	18,690	20,338
November .....	20,705	86,755	.....	202,120	22,495	5,470	20,425	23	5,212	8	27,455	20,040
December .....	23,600	46,995	74	222,685	25,410	6,295	22,740	8	4,255	10	32,831	26,225
Totals ..	567,677	888,915	1,817	901,817	228,498	63,081	229,331	134	74,241	118	266,919	316,753
By Railroad ..	555,897	888,915	1,830	873,605	226,598	62,956	220,844	134	73,370	118	251,348	302,928
" River .....	11,780	.....	487	28,212	1,900	125	8,987	.....	871	.....	15,571	13,825

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Concluded.

Date, 1902.	Soap, bxs.	Sour Kraut. pkgs.	Tallow, lbs.	Sugar cwt.	Tobacco, Manuf'd, lbs.	Wheat.		Whisky & High- Wines. bbls.	Wool, lbs.	White Lead lbs.	Zinc and Spelter, alabs.
						Sacks.	Bushels.				
January.	82,720	11,230	1,194,500	179	6,559,600	805	1,607,305	12,041	2,854,950	4,520,550	116,270
February	70,485	6,865	1,602,200	138	4,890,200	850	1,208,410	12,610	916,080	4,725,200	162,635
March...	78,880	4,500	1,189,700	122	6,907,575	955	842,780	13,584	2,266,000	6,779,315	216,620
April....	96,390	2,805	1,245,800	136	7,575,450	2,136	810,795	13,062	1,320,000	7,038,700	226,535
May.....	100,775	1,375	467,500	209	10,480,400	2,846	1,218,135	14,435	1,975,300	6,418,450	249,110
June.....	90,915	685	755,800	228	9,222,450	750	1,146,620	13,263	3,559,550	6,074,350	220,935
July.....	94,700	1,405	426,300	108	7,168,825	860	1,481,805	12,919	4,131,270	5,370,560	243,956
August..	97,424	5,938	290,900	53	7,263,910	3,240	4,081,985	11,295	2,471,000	5,449,300	219,059
Sep'mb'r	105,700	29,670	542,600	348	9,044,785	965	2,719,810	11,463	1,443,200	5,072,850	253,645
October.	105,230	43,365	968,200	190	8,882,110	100	2,623,777	13,556	2,776,700	5,908,850	245,535
Novem'r.	91,010	23,455	1,813,500	176	6,626,510	350	2,458,442	11,114	3,799,600	4,953,050	209,395
Decem'r.	107,220	14,475	401,400	57	9,718,320	.....	2,103,840	12,593	2,558,700	5,119,800	178,700
Totals.	1,121,449	145,778	10,897,900	1,944	94,835,135	12,357	22,248,704	151,965	30,072,350	67,430,975	2,542,445
By R. R..	1,102,614	145,778	10,897,200	1,939	94,141,190	7,674	19,939,990	148,357	30,068,850	65,644,760	2,542,445
" River	18,835	.....	700	5	193,945	4,683	2,308,714	3,608	3,500	1,786,215	.....



RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1902.

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1909—Continued.

[illegible]

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902--Continued.

By Railroad, River, etc.	Coffee,		Corn,		Cottonmeal	COTTON.		Cotton Seed, tons.
	Sacks.	Pkgs.	Sacks	Bushels.		Local bales.	Through bales.	
.....	475	625	.....	540,000	.....	29	.....	.....
.....	5,800	.....	8,175	729,800	65,050	8	.....	.....
.....	2,805	255	.....	107,100	.....	16,204	109,020	305
.....	.....	.....	724	1,102,500	2,625	.....	.....	.....
.....	.....	20	8,180	2,500	.....	.....	.....	.....
.....	.....	.....	.....	205,200	.....	26,908	65,705	95
.....	68,670	.....	160	8,500	.....	12,043	14,712	1,085
.....	69,560	600	1,705	984,500	.....	87,900	421,525	8,415
R. R. ....	9,705	1,575	.....	4,500	.....	6,752	50	20
.....	67,170	555	22	9,000	600	1,225	.....	.....
.....	40,510	2,785	.....	.....	200	1,851	45,671	.....
.....	14,885	400	.....	2,700	21,520	.....	.....	.....
.....	2,725	.....	.....	24,800	.....	.....	.....	.....
.....	1,200	.....	.....	2,282,200	.....	.....	.....	.....
.....	52,180	785	.....	70,800	.....	.....	.....	.....
.....	2,685	450	755	115,500	1,975	.....	.....	.....
.....	4,850	89,040	685	1,479,400	91,195	.....	.....	.....
.....	7,525	72,558	800	157,700	.....	.....	.....	.....
.....	740	10	.....	2,055,600	.....	.....	.....	.....
.....	.....	.....	.....	1,688,000	.....	.....	.....	.....
R. R. ....	1,905	1,885	5,206	8,418,000	17,755	184	.....	.....
.....	.....	.....	.....	12,500	.....	.....	.....	.....
.....	.....	.....	15,175	.....	285	.....	.....	.....
.....	550	.....	81,480	.....	.....	2,766	.....	.....
.....	.....	.....	4,089	.....	.....	.....	.....	.....
.....	.....	.....	244	.....	.....	.....	.....	.....
.....	.....	.....	.....	600,000	.....	2,497	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	72,480	15,843,500	202,220	109,217	656,202	5,670
Total.....	82,265	120,366	.....	.....	.....	.....	.....	.....

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Cotton-Seed Meal, tons.	Coke, tons.	Dried Fruit, pkgs.	EGGS.		Flax Seed, Bu. bls.	Fish, pkgs.	Flour, bbls.
				Pkgs., Local.	Pkgs., Thro.			
	146	135	1,814	948	1,200	175,800	1,199	219,145
	50		84,692	57,705	282,144	24,600		582,870
			47,878	39,952	52,812	15,800		78,270
			5,128	50,873	5,884			859,550
			61	1,172				285
	20		2,549	49,918	20,833	6,000		58,470
	2,385			15				120
	12,770	35	68,478	4,817	7,795		10	5,815
	5,111	2,900	8,815	4,179				19,025
		10,050	145	48				
	150	26,043	1,831	5,101			130	
	8,755	60	45	8,778	208		1,580	8,755
		16,525	4,878	6,795				1,585
		80,880	42,740	5,755				20,485
		490	401	891		600	4,280	800
		39,840	1,913	470			6,115	45,840
		42,547	8	498			26	12,715
		390	19,956	7,578	75			27,812
		480	1,578	68			56,525	55,615
		4,475					225	4,083
				385				192,175
			31,160	10,528	1,790		510	147,500
				4		78,260	500	884,170
								4,985
				4,712				
			94	26,107				9,278
			2,736	2,189				10,335
			46	1,637				475
			8	1,637				90
				171,819				
	24,261	163,600	510,759	478,188	852,861	900,000	71,800	2,217,685

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902--Continued.

By Railroad, River, etc.	Grain, lbs.	Glucose bbls.	High Wines & Whisky, bbls.	HAY.		Horses & Mules, head.	Hides, lbs.	Hogs, head.
				Local tons.	Through tons.			
Chicago & Alton R.R., Mo. Div.....	91,000	.....	140	1,130	10	8,488	8,061,450	57,886
.....	90,400	.....	65	6,885	11,645	7,460	8,062,800	116,816
.....	.....	70	200	6,885	280	6,086	2,201,870	184,890
.....	.....	.....	170	7,785	70	19,622	19,776,720	184,277
.....	.....	.....	.....	100	.....	81	23,420	8,454
.....	56,560	.....	.....	7,157	1,520	8,686	8,064,910	76,062
.....	.....	.....	.....	460	.....	74	128,020	12,956
.....	.....	.....	.....	65	80	2,852	5,906,700	56,312
.....	.....	505	6,985	8,470	115	6,166	474,210	94,197
.....	.....	.....	44,406	.....	.....	.....	18,170	.....
.....	.....	800	5,885	450	.....	5,233	94,410	45,926
.....	.....	.....	.....	.....	.....	656	824,800	84,946
.....	.....	.....	18,960	485	.....	786	102,580	80,427
.....	.....	.....	11,975	9,800	.....	1,244	102,780	80,621
.....	.....	9,446	1,800	6,805	285	2,726	684,890	79,822
.....	.....	.....	55	17,225	2,570	2,488	2,500	81,741
.....	.....	.....	6,770	10,655	7,840	2,729	.....	19,691
.....	95,606	5,486	755	88,450	815	8,768	478,910	50,142
.....	.....	.....	970	20,180	8,880	826	120,000	18,414
.....	.....	80,570	19,140	6,960	8,886	2,206	.....	68,016
.....	.....	.....	.....	18,640	1,850	6,015	.....	92,506
.....	1,114,500	.....	.....	16,265	610	80,261	8,624,260	169,909
.....	.....	.....	853	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	4,800	.....	.....	2,194	.....	1,116	50,720	12,241
.....	.....	.....	.....	68	.....	776	427,960	42,189
.....	.....	.....	.....	42	.....	160	10,780	22,838
.....	.....	.....	.....	.....	.....	18	21,970	1,123
.....	.....	.....	.....	.....	.....	2	19,890	1,197
.....	.....	.....	.....	.....	.....	18,719	.....	15,868
Driven.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1,482,800	45,120	119,140	174,880	86,826	122,637	66,287,220	1,494,806

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, Etc.	Hops, bales.	Iron & Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.	Leath'r rolls.	Lam- ons, pigs.	LUMBER.		Malt, shs.	Misc. & Sund's	
								Cum.	M feet.		Pkgs.	Cum.
.....	1,055	.....	.....	5,045,400	.....	1,700	21,575	116	.....	.....	59,510	4,505
.....	.....	.....	.....	5,521,100	719,905	.....	.....	2,552	.....	.....	285,210	15,249
.....	.....	.....	.....	192,400	251,800	20	5,560	1,784	.....	.....	261,140	5,170
.....	124	.....	.....	4,140,800	3,780	1,290	1,045	212	.....	1,550	595,240	7,788
R.....	.....	.....	.....	.....	24,450	.....	.....	26	.....	.....	5,680	2,654
.....	.....	91	.....	1,900	42,050	60	1,530	311	.....	310	189,750	7,594
.....	.....	353	.....	.....	.....	10	.....	10,933	.....	.....	540	549
R.R.....	286	2,577	76,570	1,261,100	559,475	50	10,940	65,159	.....	.....	309,659	28,369
.....	170	41,400	.....	975,500	.....	2,570	10	16,708	.....	1,200	470,100	15,528
.....	77	2,755	.....	500	.....	845	.....	75	.....	110	435,790	5,475
.....	20	5,354	.....	51,400	140	110	.....	2,300	.....	.....	459,590	5,696
.....	.....	.....	.....	508,100	.....	890	15,125	24,574	.....	.....	555,690	6,842
.....	.....	6,680	.....	33,000	.....	8,245	20	775	.....	.....	407,770	9,054
.....	.....	8,398	.....	.....	.....	24,515	300	20	.....	.....	285,580	7,723
.....	641	8,938	.....	8,630,100	9,400	8,300	.....	430	.....	31,065	152,890	15,669
.....	.....	14,159	.....	.....	.....	11,370	7,969	79	.....	.....	1,659,940	16,163
.....	50,057	.....	.....	6,900	.....	6,520	910	153	.....	.....	1,255,400	14,402
.....	1,626	42,302	140	5,930,300	.....	27,135	10,300	1,254	.....	109,785	1,726,360	9,897
.....	.....	79,008	.....	.....	.....	500	18,525	859	.....	.....	530,980	5,515
.....	.....	14,151	.....	.....	.....	45,255	9,175	1,621	.....	2,250	255,400	6,557
.....	300	.....	.....	635,000	4,455	.....	.....	408	.....	.....	209,090	6,590
R.R.....	249	.....	.....	15,822,300	220,345	300	39,105	1,119	.....	50,730	494,870	9,544
.....	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	1,010	45
.....	.....	.....	.....	10,000	.....	.....	.....	.....	.....	.....	72,975	12
.....	.....	.....	.....	3,450	.....	.....	25	.....	364	.....	273,530	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	31,898	.....	18,345	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	2,950	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	46	.....	100,270	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	5,103	.....	.....	.....
Ohio, Camb. & Tennessee Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	4,557	278,027	76,510	43,155,000	2,007,720	152,125	126,405	181,573	57,381	173,000	11,245,020	190,394

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Molasses.		Mol- ons, Cars.	Nalla Kegs.	Oats.		Oatmeal. Rolled Oats.		Oils.		Onions.		
	Bbbls.	Kegs.			Sacks.	Bushels.	Sks.	Bbbls.	C'ses.	Bbbls.	T'rs.	Sacks & bbls.	Cars blks.
.....	.....	.....	.....	.....	3,015	261,600	.....	.....	60	23	.....	.....	
.....	.....	.....	46	.....	.....	262,800	1,186	110	2,120	585	145	3	
.....	100	.....	49	.....	500	108,650	.....	.....	140	878	185	.....	
.....	.....	.....	.....	20	617	2,016,400	1,690	85	3,490	235	74	.....	
.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	8	10	475	183,150	.....	.....	255	103	1,665	.....	
.....	.....	.....	277	.....	.....	.....	.....	.....	.....	255	.....	.....	
.....	15,000	110	1,359	600	.....	5,400	.....	.....	12,845	553	2,810	8	
.....	5,195	95	.....	2,425	.....	1,228,650	.....	.....	1,985	94	17,920	40	
116 R. R.	110	15	.....	2,200	.....	.....	.....	.....	1,100	41	210	.....	
.....	2,590	.....	68	87,820	424	16,200	400	.....	175	.....	1,645	2	
.....	23,285	85	42	225	.....	.....	.....	.....	716	117	10	.....	
.....	.....	.....	.....	50,835	.....	1,350	.....	.....	1,250	1	.....	1	
.....	.....	.....	.....	24,605	.....	151,200	.....	.....	8,760	70	1,810	15	
.....	.....	.....	.....	148,945	.....	1,671,600	.....	4,640	2,465	1,150	4,185	25	
.....	.....	.....	.....	80,855	.....	128,250	.....	.....	8,835	1,860	175	19	
.....	.....	.....	59	62,270	142	105,800	40	.....	10,740	235	2,810	24	
.....	840	5	4	21,220	.....	1,838,450	.....	2,505	1,170	607	2,970	149	
.....	.....	.....	.....	812,715	94	51,160	.....	600	19,635	683	10,620	87	
.....	.....	.....	.....	9,420	.....	4,635,400	250	.....	800	301	.....	8	
.....	14,075	.....	.....	.....	.....	2,287,000	.....	735	.....	1,420	27,190	5	
171 R. R.	25	15	.....	.....	1,000	4,802,400	8,870	1,250	51,795	9,915	1,383	26,500	
.....	.....	.....	.....	.....	.....	1,850	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	3,086	.....	.....	850	.....	.....	8,755	.....	
.....	.....	.....	.....	.....	190	.....	.....	110	.....	.....	3,190	.....	
.....	.....	.....	.....	.....	193	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80	.....	
.....	.....	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	
Total .....	61,504	525	1,940	752,575	10,489	20,517,800	12,445	1,395	66,975	75,805	9,086	106,690	578

Lower  
Illinois  
Missouri  
Ohio, Cumb. & Tenn. Rivers  
Wagon

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RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902--Continued.







## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Turpentine.		Tia, bxs.	Tea, sheets.	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc & Spelter, slabs.
	Bbla.	Tanks.			Sacks.	Bushels.	Barrels.	Bis & Cas.		
Illinois	.....	.....	.....	460	.....	1,215,900	70	.....	680,100	.....
Missouri	.....	.....	.....	2,815	268,109	5,164,100	4,615	2,560	7,724,940	1,676,955
Ohio, Camb. & Tenn. Rivers	.....	.....	.....	.....	1,184	2,918,800	485	.....	1,207,980	688,685
Wagon	.....	.....	.....	.....	512	2,808,800	70	60	8,289,010	.....
.....	.....	.....	.....	.....	.....	1,075,200	.....	.....	720	.....
.....	.....	.....	.....	.....	69,869	2,800,900	150	650	615,000	2,870
.....	64	.....	.....	.....	.....	52,400	.....	.....	.....	.....
.....	.....	.....	.....	.....	528	898,200	2,530	200	478,540	.....
.....	.....	.....	.....	.....	2,621	192,800	.....	.....	2,816,180	.....
.....	.....	1	20	25	.....	900	515	86,870	7,180	.....
.....	.....	14	.....	.....	.....	12,600	580	2,245	140,960	.....
.....	.....	58	.....	10	.....	49,500	10	60	102,020	.....
.....	.....	65	.....	.....	.....	68,500	525	26,288	79,160	.....
.....	.....	.....	24,840	5,880	.....	21,900	90	15,945	244,200	.....
.....	.....	.....	.....	.....	.....	898,500	8,540	15	431,940	.....
.....	.....	.....	18,670	.....	.....	208,300	8,745	4,520	188,220	.....
.....	.....	.....	11,245	50	28	64,500	525	4,625	84,410	.....
.....	17	.....	3,500	5,285	.....	195,700	1,245	1,220	384,840	.....
.....	.....	.....	68,080	25	718	148,400	860	.....	86,860	.....
.....	.....	.....	1,860	85	.....	921,700	50	.....	55,010	9,345
.....	.....	.....	.....	.....	.....	1,841,100	.....	.....	148,780	.....
.....	.....	.....	575	2,900	8,200	6,816,800	1,845	210	7,868,980	.....
.....	.....	.....	.....	.....	2,308	214,200	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	82,400	.....	.....	.....	.....
.....	.....	.....	.....	55	214,828	.....	.....	119	182,880	.....
.....	.....	.....	.....	.....	640,729	.....	26	45	186,890	.....
.....	.....	.....	.....	.....	78,974	.....	.....	.....	5,760	.....
.....	.....	.....	.....	.....	65,424	.....	.....	.....	8,040	.....
.....	.....	.....	.....	.....	.....	552,500	.....	.....	12,020	.....
Total.....	81	168	122080	16,980	1,888,382	27,658,190	28,545	96,120	26,878,080	2,807,885

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902.

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolls.	Bana- nas, Cans.	BARLEY.		Butter, lbs.	Beans, pkgs.	Beef, bbls. and tos.	Barbed Wire, lbs.	Canned Beef, lbs.
					Sacks.	Bush.					
..	100	19,676	650	119	...	...	74,970	100	...	2,576,180	...
..	578	1,089,640	1,260	...	...	...	57,870	9,276	...	17,113,400	...
..	1,880	297,555	25,880	7	...	...	101,455	57,230	...	25,417,100	...
..	8,425	218,186	9,748	176	...	...	1,175	20,960	...	850,000	...
..	5	19,670	8	...	...	...	174,945	95	...	55,500	...
..	4,180	187,530	4,515	...	...	...	28,955	18,950	...	7,048,000	...
..	7,927	83,080	11,145	...	...	...	1,491,455	2,255	...	1,465,800	...
..	88,152	1,453,610	185,542	2	...	...	1,411,665	44,414	31	11,145,550	284,200
..	85,500	278,780	1,300	12	...	...	115,105	37,177	...	...	...
..	1,730	87,940	90	...	...	...	74,190	510	...	...	...
..	26,122	79,855	2,885	6	...	...	...	5,005	...	...	...
..	6,806	66,040	10,415	...	...	...	77,365	262	...	...	...
..	1,780	96,190	2,015	...	...	...	171,815	3,744	33	104,850	1,046,800
..	8,172	81,855	...	...	...	...	...	7,740	...	188,650	205,650
..	5,705	264,285	80	24	...	...	...	415	...	47,000	...
..	8,505	70,720	...	...	...	...	2,725	775	...	...	...
..	25,168	120,420	385	8	...	...	102,675	7,840	...	10,000	772,100
..	41,884	158,640	1,105	58	...	...	6,848,685	8,888	2,145	180,500	74,100
..	8,660	87,120	...	...	...	...	81,800	1,535	288	178,600	78,200
..	570	72,805	175	84	...	...	...	5	...	2,775,000	1,168,900
..	8,080	51,603	310	284	...	...	88,000	200	...	...	...
..	80,826	880,580	1,874	101	...	...	56,500	830	...	8,150,350	...
..	5	705	...	...	...	...	140	70	...	...	...
..	100	9,950	500	...	...	...	5,870	1,770	107	281,860	...
..	980	41,080	2,922	...	...	...	8,780	4,625	544	649,480	...
..	...	2,375	25	...	...	...	150	806	89	90,650	...
..	40	2,545	140	...	...	...	1,100	410	25	69,990	...
..	300	1,080	915	...	...	...	780	60	5	38,500	...
Ohio, Oumb. and Tenn. Rivers....	...	...	...	...	...	...	...	...	...	...	...
Total by Rail and River...	821,478	5,102,080	261,820	1,528	1,868	62,225	10,514,500	314,742	8,544	72,854,520	4,583,680

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed, Ba. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.
.....	11,270	10	90	62,900	4,980	.....	.....	245	.....	.....
.....	.....	400	1,186	62,900	8,887	95	.....	29,757	.....	1,015,000
.....	.....	47	.....	985	95	.....	.....	17,105	1,586	24,000
.....	.....	.....	175	19,705	21,085	.....	.....	1,485	96	.....
.....	.....	.....	.....	5	80	10	.....	690	640	.....
.....	770	483	45	18,400	16,400	2,050	.....	28,845	.....	.....
.....	1,051	.....	.....	6,946	6,946	.....	.....	80,728	840	.....
.....	91,859	154	170	28,055	61,007	6,100	.....	899,870	7,715	.....
.....	50,685	8,651	.....	9,805	72,220	14,857	.....	888,532	25,775	.....
S. E. R. ....	445	4,255	.....	.....	2,815	80	.....	204,696	1,154	.....
.....	145	8,807	.....	.....	11,702	.....	.....	121,694	8,963	1,900
.....	18,705	.....	.....	100	100	.....	.....	247,678	485	.....
.....	1,940	80,654	.....	8,975	82,145	2,750	.....	212,089	14,869	45,000
.....	800	60,084	180	475	49,238	85,880	.....	105,589	1,475	419,900
.....	.....	172,804	2,628	.....	870	20,705	126,910	55,839	1,780	105,800
.....	.....	94,551	56	710	19,800	6,814	.....	824,828	1,485	2,180,450
.....	50	45,237	45	2,064	21,005	6,380	.....	55,680	455	214,400
.....	180	68,764	4,855	6,748	49,865	855,171	8,205	116,774	85	1,188,850
.....	2,650	148,546	1,135	.....	21,538	2,215	.....	241,055	1,785	102,800
.....	5	101,737	1,880	470	1,725	1,115	.....	29,425	75	.....
E. ....	80	9,923	8,940	.....	.....	175	.....	1,500	.....	.....
.....	7,285	5,535	4,255	14,728	11,085	420	.....	1,454	.....	.....
.....	45	.....	.....	5	.....	.....	.....	1,505	.....	.....
.....	85	15	.....	850	1,105	5	.....	1,875	.....	1,800
.....	25,450	.....	.....	460	7,555	.....	.....	57,842	14	10,350
.....	.....	.....	.....	50	125	.....	.....	25	1	2,700
.....	75	70	.....	84	85	.....	.....	275	.....	100
Ohio, Cumberland and Tennessee Rivers..	5,710	.....	.....	20	475	.....	.....	11,225	.....	.....
Total by Rail and River.....	220,455	749,777	20,180	168,754	420,805	512,562	129,205	2,894,451	68,412	5,207,100

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD AND RIVER.	Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hominy & Grains, bbls.	Hogs, head.	Lard, lbs.	Lead, Pigs.	Lemons, boxes.	Lumber, Cords.	Lumber, M feet.	Malt, Sacks.
.....	6,878	80	.....	.....	.....	16,084,010	.....	500	872	.....	400
.....	5,955	517	.....	2,470	475	610,900	600	2,736	12,506	.....	.....
.....	1,550	1,222	.....	4,825	.....	98,580	1,960	1,400	12,786	.....	6,260
.....	1,855	1,922	441,100	.....	2,126	.....	.....	17,825	5,007	.....	5,115
.....	570	169	.....	10	.....	16,400	800	40	688	.....	.....
.....	590	615	16,500	1,570	867	863,400	85	8,957	1,175	.....	2,310
.....	25,083	17	.....	106	4	564,100	8,280	110	26	.....	2,700
.....	11,468	4,859	7,777,800	14,846	27	4,921,245	12,960	12,512	208	.....	79,775
.....	160	18,075	2,294,000	80,594	749	7,892,410	19,665	10,852	1,968	.....	6,185
.....	14,079	278	906,100	200	.....	2,828,680	20,885	15	74	.....	5,585
.....	11,126	19,685	7,100	4,079	1,846	1,951,580	7,482	1,646	88	.....	2,305
.....	2,636	4,218	118,100	7,058	152	5,727,550	415	20	69	.....	7,405
.....	120	971	11,808,400	5	1,801	6,456,450	80,035	2,872	971	.....	8,085
.....	571	8,842	5,718,000	.....	42,483	4,890,000	89,595	4,881	1,857	.....	800
.....	60	2,181	7,680,400	.....	5,296	4,928,150	86,770	1,895	4,504	.....	2,080
.....	290	6,806	8,874,450	.....	20,286	2,887,980	632,080	8,784	8,052	.....	.....
.....	680	20,068	7,752,000	714	58,293	600,490	90,774	8,005	6,880	.....	1,110
.....	407	2,829	87,688,900	710	7,070	8,812,880	274,252	8,011	12,018	.....	.....
.....	825	6,190	9,468,700	240	18,101	4,617,900	157,053	.....	4,072	.....	565
.....	885	982	8,525,100	5	688	175,100	287,845	815	4,051	.....	.....
.....	190	1,851	147,000	.....	5,575	48,000	800	6,977	4,897	.....	.....
.....	50	4,450	148,200	918	2,987	98,600	1,600	11,286	7,954	.....	18,900
.....	8,406	69	.....	.....	.....	5,000	.....	.....	21	.....	.....
.....	64	687	.....	110	1,454	45,845	2,684	.....	.....	1,062	450
.....	46	2,296	.....	5,070	17	508,425	1,104	.....	.....	593	2,100
.....	777	57	.....	85	.....	19,850	10	.....	.....	59	.....
.....	.....	217	.....	.....	.....	15,200	115	.....	.....	328	5
.....	.....	145	8,880	10	.....	62,600	.....	.....	.....	8	.....
Ohio, Cumberland & Tenn. Rivers..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail and River.....	89,028	96,435	99,867,210	73,917	153,864	77,185,535	1,364,119	92,886	71,727	2,086	149,175

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD AND RIVER.	MDSR. & SUNDG.		Met- ons. Cars.	MOLASSES.		Walls, kegs.	OATS.		Oil Cake, Tons.	Onions, pkgs.	Oranges, boxes & bbles.	ORE—Tons.	
	Packages.	Cars.		Bbls.	Kegs.		Sacks.	Bushels.				Iron.	Zinc.
.....	78,205	5,071	7	70	10	45,373	.....	.....	.....	500	520	10	.....
.....	4,405,545	28,781	125	1,002	275	244,559	.....	480,555	.....	6,206	1,570	.....	.....
.....	8,117,885	48,592	2	40,490	1,265	121,315	8,750	145,910	.....	24,210	1,750	6,775	40
.....	7,628,420	26,667	102	12,245	14,890	26,205	.....	55,265	.....	16,555	10,525	.....	.....
R. R.	40,530	2,875	.....	15	5	1,780	10	53,525	.....	65	70	20	.....
.....	1,524,508	19,150	.....	6,450	6,928	52,477	121,847	337,335	20	9,005	2,005	510	25
.....	1,371,480	7,859	.....	6,437	50	10,249	52,812	200,660	.....	7,921	250	15	.....
R. R.	2,708,055	52,062	17	10,163	8,557	160,038	57,581	1,980,580	.....	48,590	17,877	800	270
.....	6,961,855	12,091	129	18,582	6,564	102,106	.....	1,964,950	.....	30,389	26,588	.....	24,452
R. R.	889,875	2,820	.....	285	15	235	45	184,325	.....	165	580	.....	.....
.....	573,245	6,450	.....	5,638	1,778	5,097	8,878	711,210	85	18,351	11,280	180	.....
.....	488,590	4,179	2	15	.....	4,072	278,089	1,642,765	.....	2,409	7,214	.....	40
.....	529,900	8,519	6	5,197	571	8,284	2,900	617,490	910	1,875	7,214	25	.....
.....	184,935	6,890	18	6,670	560	4,678	15	18,060	451	2,197	97,020	.....	.....
.....	198,740	11,345	55	7,955	100	2,788	20	10,445	60	200	14,270	1,425	.....
.....	1,075,400	2,969	46	245	65	3,569	20	125,740	.....	45	78,401	80	25
.....	977,680	6,484	72	1,932	20	6,617	.....	59,925	.....	2,650	62,065	30	1,635
.....	1,709,835	11,490	199	4,086	635	10,400	56	20,470	189	9,459	180,565	65	.....
R. R.	488,890	4,834	85	80	.....	140	.....	1,055	15	.....	850	2,740	1,270
.....	284,780	8,750	59	60	.....	215	.....	2,970	.....	.....	2,120	85	.....
.....	355,710	7,656	107	13,070	.....	200	.....	7,500	.....	8,910	6,870	185	8,555
.....	8,085,400	17,088	255	8,984	945	51,444	675	8,682	.....	8,528	4,870	.....	.....
.....	7,895	40	.....	10	.....	435	120	1,875	.....	5	50	.....	.....
.....	274,592	.....	6	880	50	7,925	475	.....	.....	800	.....	.....	.....
.....	882,910	.....	.....	1,954	175	15,159	58,600	28,408	.....	1,295	.....	105	.....
.....	48,575	.....	.....	185	.....	975	210	.....	.....	95	.....	.....	.....
.....	80,445	.....	.....	220	10	1,275	270	.....	.....	115	.....	.....	.....
.....	148,525	.....	.....	161	20	605	2,840	.....	.....	25	.....	.....	.....
.....	89,640,572	271,685	1,280	134,046	58,800	888,226	622,778	8,544,049	1,661	184,826	479,658	12,850	31,552
Total by Rail and River.....													

ASSUMED ARE SHIPMENTS  
Ohio, Cumberland and Tenn. Rivers.



## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902--Continued.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD AND RIVER.	SALT.		Sheep, head.	SUGAR.			Soap, bxs.	Sour- kraut, pkgs.	Tallow, lbs.	Tobac- co, bbls.
	Sacks.	Bbls.		Bbls.	Bags.					
h.....	800	1,575	28	..	15,280	24,286	498	.....	.....	17
.....	.....	46,484	8	.....	16,863	236,917	6,426	.....	.....	.....
.....	.....	59,285	19	.....	58,876	107,845	11,870	.....	.....	.....
.....	.....	5,920	16	.....	27,175	28,425	6,100	.....	.....	54
R..	5	150	20	.....	22,480	255	50	.....	.....	.....
.....	13,005	51,746	4	.....	18,480	77,923	26,808	.....	.....	825
.....	13,680	6,868	.....	.....	1,694	9,773	16,368	.....	.....	.....
1 R R	3,220	21,210	15	.....	10,516	9,267	216,889	59,428	.....	.....
.....	24,190	9,889	2	.....	10,707	24,694	191,973	10,406	.....	.....
R. R.	5	5	.....	.....	70	.....	15,190	680	.....	19
.....	632	1,202	.....	.....	2,949	.....	16,468	2,702	88,000	1
.....	1,067	1,647	2	.....	202	.....	14,264	266	.....	.....
.....	1,561	1,680	1	.....	8,342	.....	48,951	746	1,927,500	812
.....	80	890	.....	.....	8,088	.....	48,951	745	427,900	24
.....	150	1,570	.....	.....	4,938	.....	12,017	56	8,105,100	14
.....	4,081	1,326	17	.....	7,855	.....	85,353	.....	.....	.....
.....	26	2,290	.....	.....	5,844	.....	7,045	.....	781,200	8
.....	60	2,153	.....	.....	210	.....	8,943	.....	248,500	.....
.....	.....	.....	1	.....	1,455	.....	62,080	728	1,428,000	114
.....	.....	.....	1	.....	25	.....	675	.....	1,535,200	.....
.....	.....	.....	.....	.....	2,780	.....	6,035	.....	.....	28
.....	.....	700	.....	.....	12,550	.....	1,200	.....	.....	289
R. R.	590	5,885	1	.....	108,550	98,029	540	.....	110,800	289
.....	5	245	.....	.....	110	.....	88	.....	.....	.....
.....	50	650	.....	.....	130	.....	75	.....	.....	.....
.....	45	6,163	.....	.....	4,150	.....	5,435	.....	.....	.....
.....	30	1,175	.....	.....	8,898	.....	11,480	.....	700	5
.....	.....	460	.....	.....	450	.....	570	.....	.....	.....
.....	.....	540	.....	.....	650	.....	785	.....	.....	.....
.....	.....	.....	.....	.....	207	.....	185	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail and River.....	88,081	229,851	194	119	816,768	1,121,449	145,778	.....	10,887,900	1,944



## Died in 1902.

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ALT, HENRY, . . . . .	March 29th.
BACKER, MATHIAS, . . . . .	December 18th.
BAKER, GEO. A., . . . . .	February 3rd.
BEVIS, ALFRED, . . . . .	March 12th.
BROOKS, CHARLES, . . . . .	May 11th.
COLBY, WM. A., . . . . .	November 24th.
COOPER, A. D., . . . . .	January 23rd.
DAMKE, HENRY, . . . . .	September 6th.
DIECKMANN, HENRY, . . . . .	March 15th.
FISHER, JOHN J., . . . . .	September 28th.
FLACK, CHARLES E., . . . . .	September 21st.
FORSTER, C. AUGUST, . . . . .	March 15th.
FOSKETT, HOSEA, . . . . .	June 30th.
FOWLER, EDWIN, . . . . .	January 29th.
GERDES, I. F., . . . . .	January 8th.
GRONE, HENRY, . . . . .	March 6th.
HEMAN, FRED., . . . . .	January 15th.
HICKMAN, W. T., . . . . .	March 15th.
HITCHCOCK, HENRY, . . . . .	March 18th.
HODGKINS, DANIEL, . . . . .	September 14th.
HOLLIDAY, SAMUEL N., . . . . .	February 20th.
HUNTER, R. D., . . . . .	November 7th.
KRIECKHAUS, ARTHUR, . . . . .	November 19th.
MANEWAL, AUGUST, . . . . .	January 18th.
MATTHEWS, WILLIAM, . . . . .	May 3rd.
MOORE, AUSTIN R., . . . . .	October 17th.
MUELLER, HENRY, . . . . .	May 5th.
MCCORMACK, EDWARD, . . . . .	April 3rd.
MCDONALD, JOHN, . . . . .	March 28th.
PABLE, JOHN J., . . . . .	May 24th.
PASCHEDAG, WM., . . . . .	October 10th.
PRITCHET, JOHN, . . . . .	January 8th.
RICHESON, THOMAS, . . . . .	June 18th.
SCUDDER, W. A., . . . . .	February 14th.
SHEDD, O. C., . . . . .	February 12th.
SMITH, GEORGE, . . . . .	March 24th.
SWINGLEY, W. S., . . . . .	October 25th.
TRIPLETT, JOHN R., . . . . .	March 21st.
WALSH, AUSTIN, . . . . .	July 4th.
WILKINS, W. T., . . . . .	February 3rd.



# MEMBERS

—OF THE—

## Merchants' Exchange of St. Louis.

### JANUARY 13th, 1903.

#### HONORARY MEMBERS.

MICHAEL MCENNIS,  
D. J. HANCOCK,

D. P. ROWLAND,  
GEORGE BAYHA.

NUMBER OF MEMBERS, 1,831.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.	St. L. S. W. Ry.,	Com'l Agent.	909 Olive st.
Able, Sam. T.	R. G. Dun & Co.,	Mercantile Agency	814 Pine st.
Abraham, W. D.	W. D. Abraham & Co.,	Hay and Grain	East St. Louis, Ill.
Achenbach, Fred		Stock and Farming	Rockbridge, Ill.
Adams, C. M.	Waters Pierce Oil Co.,	Sec'y and Treas.	Bk. Commerce Bldg.
Adams, Geo. A.	G. A. Adams Grain Co.		Kansas City, Mo.
Adams, R. M.		Broker	101 N. Third st.
Adams, W. H.	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc.	401 N. Second st.
Aff, J. Geo., Jr.	F. W. Clemens Feed Co.		8357 Gravios ave.
Ahern, Albert M.	Funsten Bros. & Co.,	Commission	109 N. Main st.
Ainsworth, Wm. G.	The St. Anthony	Elevator Co.	Minneapolis, Minn.
Akin, Thomas		Commission	203 Cham. of Com.
Albers, Clifford H.	C. H. Albers	Com. Co.	400 Cham. of Com.
Albers, C. H.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Albrecht, Victor	Eberle-Albrecht Flour	Co.	218 S. Second st.
Albrecht, H. S.	Schoellborn-Albrecht	Machine Company	416 N. Main st.
Alcock, W. H.	Broker in Grain,		414 Cham. of Com.
Allaway, Jas. W.			
Allen, Geo. L.	Fulton Iron Works,		Second and Carr sts.
Allen, George W.	Southern Hotel Co.,		Fourth and Walnut sts.
Allen, Edmund T.	E. T. & C. B. Allen,	Lawyers	Wainwright Building.
Allen, James H.	Allen-West Com. Co.,		104 S. Main st.
Allen, J. Oran	Morton & Co.,		509 Cham. of Commerce.
Allison, James W.		Glass Manf.	606 Security Building.
Alt, Henry		Deceased	
Alzheimer, Benj.	Alzheimer & Rawlings,	Bonds and Stocks.	217 N. Fourth st.
Ambs, Joseph B.			3228 Caroline st.
Ames, Henry			4618 Maryland ave.
Anderson, W. B.	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, J. F.	Georgia Railway,	G. W. Agent	308 Cham. of Com.

Name.	Firm.	Business.	Location.
Anderson, Lorenzo E.	Mercantile Trust Co.		Eighth and Locust sts.
Andrews, Wm. O.	Andrews & McClellan,		1907 Locust st.
Annan, Roger P.	Annan, Burg & Co.,	Commission.	117 Cham. of Com.
Annan, Roger P., Jr.	Annan, Burg & Co.		117 Cham. of Com.
Arbuckle, James.	Foreign Trade Assn.,	Manager.	110 N. Fourth st.
Armstrong, L. R.	T. J. Moss Tie Co.,	Railroad Ties	720 Security Bldg.
Archer, W. B.		Broker	Merchants' Exchange.
Arens, Henry C.		Commission.	304 N Commercial st.
Arnold, Henry.	Jno. G. Haas Soap Co.,	Soap.	5020 Benedict st.
Arp, Eggert.	Eggert Arp & Co.,		812 S. Third st.
Ashcraft, E. B.	Blue Ridge Despatch.		100 N. Fourth st.
Atkinson, Robt.	Robt. Atkinson & Co.,	Commission.	308 N. Main st.
Aufderheide, A. G.	F. W. Aufderheide,	Commission.	22 S. Commercial st.
Aufderheide, Walter.	F. W. Aufderheide,	Commission.	22 S. Commercial st.
Backer, Henry.			1808 S. Fourteenth st.
Backer, Mathias.		Deceased	
Backer, George H.			1413 S. Tenth st.
Bacon, Cory H.	Sherry-Bacon Grain Co.		213 Chamber Commerce.
Bacon, Edward P.	E. P. Bacon & Co., Grain	and Com.	17 C. of C., Milwaukee.
Bacon, Williamson.	Tyler Estate,	President.	406 Market st.
Baer, Bernard.	Bernard Baer & Co.,	Produce and Prov.	1418 N. Broadway.
Bagnell, Wm.	The Bagnell Timber Co.,		Equitable Bldg.
Bain, Walter.	Chas. L. Crane & Co.,	Insurance.	Century Bldg.
Baird, W. J.			St. Charles, Mo.
Baker, Allen	Allen Baker & Co.,	Brokers	708 Security Building.
Baker, F. M.	The Greenleaf-Baker	Grain Co	Atchison, Kas.
Baker, Jno. F.			4360 St. Louis ave.
Baker, I. G.			411 Olive st.
Baker, E.	Paton, Bell & Co.,	Cotton.	Cotton Exchange.
Ballard, Chas. T.	Ballard & Ballard Co.,	Millers and Grain.	Louisville, Ky.
Ballard, T. R.	Ballard, Messmore & Co.,	Commission.	520 Chamb. of Com.
Ballard, J. O., Jr.	Ballard, M. & Co.,	Commission	520 Cham of Com.
Baltz, Fred L.	Millstadt Milling Co.		Millstadt, Ill.
Bannerman, Jas.	Meyer, Bannerman & Co.,	Saddlery.	616 N. Sixth st.
Barco, Thomas			Nameoki, Ill.
Bardenheier, John.			212 Market st.
Barklage, Louis.	Wernse & Dieckman,	Brokers.	317 N. Fourth st.
Barnard, Geo. D.	Geo. D. Barnard & Co.,	Stationers	Vandeventer & Laclede.
Barnes, E. H.			Hotel Beers, Grand ave. & Olive.
Barnes, Chas. W.	Real Estate,		216 Wainwright Bldg.
Barnhart, Wm. R.	Barnhart Mer. Co.,	Fancy Groceries.	518 N. Second st.
Barnidge, Aug. J.	Chas. E. Prunty,	Clerk	1 S. Main st.
Barnes Seth S.		Grain.	New Madrid, Mo.
Barr, Henry C.	Witherspoon & Barr Co.,	Millers.	Princeton, Ind.
Barret, Arthur B.	Barret Com. Co.,		707 N. Third st.
Barrett, John F.			606 Rialto Bldg., Chicago.
Barron, Chas. B.	Barron & Wilson,	Grain Samplers	422 Rialto Bldg.
Barry, Thos. J.	Barry-Wehmiller Mach. Co.,	Mill Builders	21st and Walnut.
Barstow, Chas. W.			515 Locust st.
Bartlett, Edwin L.	Bartlett Com. Co.,		505 Chamber of Commerce.
Bartlett, John B.	J. B. Bartlett Grain	Grain	Gay Building.
Bartlett, Oscar Z.	L. Bartlett & Son Co.,	Com.	23 Cham. Com., Milwaukee.
Barutio, B., Jr.	B. Barutio,	Commission.	125 N. Main st.
Bascom, Jos. D.	Broderick & Bascom	Rope Co.	809 N. Main st.
Bascome, Western.	West'n Bascome & Co.,	Insurance Agent.	Century Bldg.
Batdorf, W. L.	W. L. Batdorf & Co.	Flour and Feed.	Belleville, Ill.
Bates, A. C.	Mississippi Valley Elevator	& Grain Co.	Foot of Madison st.
Battaille, L. A.	American Ex. Bank,	Cashier.	207 N. Broadway.
Bauer, A. H.	Bauer Bros.,	Brokers.	312 N. Fourth st.

Name.	Firm.	Business.	Location.
Baur, Andrew.	Baur Flour Co.,		807 N. Second st.
Baulch, John J.	Interstate Transf. Co. Trf.	Manager....	819 Security Building.
Bayrd, E. A.	Matthew Addy & Co.,	Iron Commission.	407 Bank Com. Bldg.
Baxter, Theo. P.			Taylorville, Ill.
Beardsley, C. F.	Picker & Beardsley,	Commission	118 N. Main st.
Beauvais, E. A.	Brosseau & Co.,	Com.....	67 Board of Trade, Chicago.
Beck, Henry W.		Feed and Seed Store...	20th and Pine.
Beck, Harry G.	H. W. Beck & Sons Feed &	Seed Co....	5701 Manchester rd.
Becker, Bontie A.	Smith & Payne,	Brokers.....	112 N. Fourth st.
Becker, Edward C.			3112 Cass ave.
Becker, Aug. H.	Aug. H. Becker,	Fresco Painter	1908 Goode ave.
Becker, Conrad.	C. Becker,	Miller.....	Red Bud, Ill.
Becker, Hugo	J. G. Haas Soap Co.,	Soap.....	5020 Benedict ave.
Becker, Herman C.	C. Becker,	Milling.....	Red Bud, Ill.
Beckmann, Adolph G.	E. Beckmann & Co.,	Commission.....	1023 N. Third st.
Beckmann, Geo. H.	Eggers Milling Co.,	Teamster.....	Eighth and Clark ave.
Beckmann, W. E.	Bakers' and	Confectioners' Supplies..	10 S. Second.
Beer, H. M.		Broker.....	507 Security Building.
Beimes, Frederick H.			3125 N. Twenty-third st.
Bell, Nich. M.	Peper Tobacco	Warehouse Co	1112 Market st.
Bell, James G.	J. G. Bell & Co.,	Commission....	304 N. Commercial st.
Bell, James W.	Mercantile Trust Co.		721 Locust st.
Belz, J. H.	J. H. Belz & Co.,	Pork Dealers.....	3801 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.,	Bags .....	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Beudick, John H.		Grocer.....	6939 Scanlan ave.
Beunett, Joseph H.		Real Estate.....	Sullivan, Mo.
Bennett, M. H.	C. A. Dayton Grain Co.		100 N. Third st.
Berg, W. G.	Nicholas Berg & Son,	Insurance.....	406 Market st.
Berger, Henry	Berger-Crittenden Co.,	Grain.....	Milwaukee, Wis.
Bergmann, Conrad.	C. Bergmann	Feed Co.....	2713 Chouteau ave.
Bergmann, B. C.	C. Bergmann	Feed Co.....	2713 Chouteau ave.
Bergmann, Robt. J.	C. Bergmann	Feed Co.....	2713 Chouteau ave.
Bernet, Christian	Bernet, Craft & Kauffman	Milling Co.....	512 Cham. Com.
Bernheimer, Marcus.	Marcus Bernheimer	Mill. and Merc. Co...	208 N. Fourth st.
Berry, H. J.	W. L. Green	Commission Co	62 Laclede Bldg.
Berthmann, Robt.	St. Louis Brew. Assn.		East St. Louis, Ill.
Betts, John			400 N. Fourth st.
Betts, R. A.	R. A. & C. T. Betts,		1005 Pine st.
Bevis, Alfred.		Deceased.....	
Biedenstern, Henry		Grocery.....	1208 S. Broadway.
Bieger, Adolph.		Curled Hair, etc.....	27 Ferry st.
Biekert, John M.	J. M. Biekert & Co.,	Commission....	930 N. Third st.
Bieser, Fred.			2200 N. Second st.
Bilbro, H. B.			315 Chesnut st.
Billon, Guy P.	Billon-Crandall-McGeary B. & S. Co.	Commonwealth Tr. Co. Bldg	
Birmingham, Herbert A.	Harroun Elevator Co.		103 N. Third st.
Bittner, Jacob.		Real Estate	5226 Ridge ave.
Bixby, W. K.	Mo. Car & Foundry Co.,		Lincoln Trust Building.
Blakely, John W.	Blakely-Sanders-Mann	Co., Live Stock.....	Nat'l Stock Yds.
Blakely, Walter J.	St. Louis Sanitary Co.,		3958 Missouri ave.
Blanke, Detlef J.		Insurance Agent.....	415 Locust st.
Blankenship, H.	Connery Commission Co.		413 Cham. Com.
Blaufuss, Win.			2844 Henrietta st.
Block, David, Jr.		Feed.....	3855 Pine st.
Block, Gus.			4056A Laclede ave.
Block, H. D.	Merchants' Express Co.		620 S. Sixth st.
Block, Wm. A.			1804 Warren st.
Blossom, C. D.			829 Union Boul.
Blossom, H. M.	H. M. Blossom & Co. Agency Co.,	Insurance.....	Century Bldg.
Blossom, H. A.	H. M. Blossom & Co. Agency Co.,	Insurance.....	Century Bldg.
Blow, C. W.	American Linseed Co.,		Sixteenth and Clark ave.
Bodman, Luther W.	Milmine, Bodman & Co.,	Com.....	5 Bd. of Trade, Chicago.
Boeck, Geo. H.	Adam Boeck & Co.,	Real Estate.....	622 Chestnut st.
Bofinger, John N.			115 N. Third st.



Name.	Firm.	Business.	Location.
Bogard, John J.		Real Estate.....	3632 S. Broadway.
Bohle, Frank G.	Haase & Bohle	Carriage Co.....	1800 Pine st.
Bohle, Louis C.	Louis C. Bohle	Livery Co., .....	1122 Chestnut st.
Bohnenkamp, John			2517A S. Jefferson ave.
Boisselier, Chas. L.		Farmer.....	Gumbo, Mo.
Boisselier, R. W.		Accountant .....	704 Mo. Trust Bldg.
Boland, J. L.	J. L. Boland Book and	Stationery Co....	Fourth and Vine sts.
Bollin, A.	A. Bollin & Co.	Insurance .....	606 Marion st.
Bollman, O. H.	Bollman Bros. Co.,		1100 Olive st.
Bonsack, F. C.		Architect.....	602 Columbia Bulding.
Boschert, Roman			3711 Cass ave.
Bostick, R. H.	Jas. M. Houston	Grocer Co.,.....	800 Spruce st.
Bowman, Theo. G.			Raccoon, Ind.
Bowman, Chas. G.	National Enam. &	Stamping Co ...	Second and Cass ave.
Boyle, W. F.	Boyle, Priest & Lehmann,	Attorneys .....	Laclede Building.
Bradley, G. Douglas	Cobb & Gardner,		817 Chamber of Commerce.
Bradner, H. T.	Crescent Powder Co.		124 Rialto Bldg.
Bradshaw, Thos. J.			205 N. Third st.
Brady, Hugh J.	Brady & McGroarty,		817 N. 12th st.
Braun, Geo. H.	Braun-Lang Com. Co.,		204 N. Third st.
Braun, Joseph L.	Burchman-Mueller Com. Co.,	Commission .....	119 N. Third st.
Bray, Joseph W.	Campbell Glass and	Paint Co.....	Main and Gratiot sts.
Bray, Wm.	Wm. Bray & Co.,	Commission.....	226 Market st.
Brazill, J. P.	Wabash-Lackawanna Desp.,	Agent.....	800 Railway Exchange.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Bredenkamp, F. W.	G. H. Kemper &	Co., Feed.....	East St. Louis, Ill.
Breed, L. C.		Flour and Grain Com.....	215 Cham. Com.
Breen, J. H.	Rosedale Hay & Grain Co.		Hodimont and Cates aves.
Brendecke, Edwin T.	Chouteau Ave. Ice &	Cold Storage ...	2100 Chouteau ave.
Brendecke, H. C.		Brewer.....	5147 Wells ave.
Brennan, J. Wallace	D. B. Brennan	Real Estate Co ..	816 Chestnut st.
Brennan, Martin J.	United Elev. & Grain	Co.,.....	516 Chamber of Commerce.
Brickey, S. H.			301 Chamber of Commerce.
Brinckwirth, Louis	Brinckwirth-Nolker	Brewing Co .....	1714 Cass ave.
Brinckmeyer, E. H.	Brinckmeyer-Meyer	Hay and Grain Co.	1111 N. Broadway.
Brinson, H. L.	Brinson-Judd	Grain Co.....	208 Cham. of Com.
Brinson, L. B.	Brinson-Judd Grain	Co. ....	208 Chamber of Commerce.
Brockman, Arthur	Brinson-Judd Grain	Co.....	208 Chamber of Commerce.
Brockman, F. W.	F. W. Brockman	Com Co.....	805 N. Third st.
Brockman, Philip H.			
Brockmann, Fred P.	F. P. Brookmann	Grain Co.....	315 Chestnut st.
Brockmeier, F. C.	Engelke & Feiner	Milling Co.....	806 S. Broadway.
Brockmeier, J. C.	Brockmeier & Co.,	Commission.....	118 S. Main st.
Brockmeyer, H. G.			1522 Hogan st.
Broderick, John J.	Broderick-Bascom	Rope Co.....	809 N. Main st.
Brodhack, Joseph H.		Merchant.....	2230 S. Broadway.
Broeder, Henry		Produce and Com.....	928 N. Third st.
Broeder, Geo. H.	Hy. Broeder & Sons,	Commission.....	926 N. Third st.
Broeg, Louis	Siemers & Chisholm,	Commission .....	800 Cham. of Com.
Brolaski, Harry W.	N. O. Steamers,	Agent.....	902 Fullerton Bldg.
Bronson, E. P.	Cumberland Mills,		Nashville, Tenn.
Brookings, Robt. S.	Sam'l Cupples Wooden	& Wil'ware Co.	Seventh and Spruce.
Brooks, Benjamin W.		Engineer.....	2211 Sullivan ave.
Brooks, Elgin S.			506 Colonial Trust Bldg.
Brown, C. M.	Lehigh & Wabash	Desp .....	809 Railway Ex.
Brown G. W.	The Brown Shoe Co.,		Eleventh and Washington ave.
Brown, L. W.	Jno. Wahl Commission	Co.....	2 S. Main st.
Brown, James I.	White W. S. & N. P. Lines,	Agent.....	414 Rialto Bldg.
Brown, James N.	American Cent. Ins.	Co. ....	415 Locust st.
Brown, Alex. H.	Brown Stock & Bond	Co.....	Fourth and Locust sts.
Browne, H. M.	Morton & Co.,	Commission.....	510 Cham. Com.
Bruck, Henry	New Era Gro. Co.,	Produce.....	1709 S. Second st.
Brueckmann, Jno. G.	Picker & Beardsley,	Commission.....	118 N. Main st.
Bruenemann, Ernst		Flour and Feed..	3753 S. Jefferson ave.
Brundage, S. P.			746 Aubert ave.

Name.	Firm.	Business.	Location.
Bryden, Alex. A.	Bryden & Co.,	Coke and Coal...	6th and Locust sts.
Buck, Thos. E.		Physician.....	2610 S. Jefferson ave.
Buck, M. M.	Continental National Bank,		Fourth and Olive sts.
Buck, W. T.		Grain, etc.	Vleits, Kas.
Buckland, Jos. A.	Jos. A. Buckland & Co.,	Commission.....	103 S. Third st.
Buehler, Henry, Jr.	Buehler-Cooney Cons.	Co.....	823 Locust st.
Bull, Wm.		Fire Insurance .....	Century Bldg.
Bulte, Henry J.	Bulte Com. Co.,	Flour.....	17 S. Main st.
Bunton, C. M.			
Burbridge, C. T.		Broker.....	Merchants' Exchange.
Burdeau, J. P.	St. L. & Miss. Val. Tr. Co.,	Freight Agent.....	103 N. Third st.
Bamann, E. F.		Grain .....	Bunker Hill, Ills.
Burg, Henry	Annan, Burg & Co.,	Flour Commission.....	117 Cham. Com.
Burg, Philip	Philip Burg Grocer Co.,		1250 S. Broadway.
Burg, William		Iron and Steel.....	117 N. Third st.
Burnet, Halsted	Plows Candy Co.,		Twentieth and Market sts.
Burr, Chas. P.	Chas. P. Burr & Co.,	Commission.....	824 Rialto Building.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.....	Ninth and Pestalozzi.
Busch, Aug. A.	Anheuser-Busch B. Assn.,	V. P.....	Ninth and Pestalozzi sts.
Buschman, E. L.	Modern Mfg. Co.		Eighth and Spruce sts.
Buschman, A. H.	Buschman-Mueller Com.	Co.....	119 Cham. of Com.
Buschman, F. W.	Buschman-Mueller Com.	Co.....	119 N. Third st.
Bushnell, D. I.	D. I. Bushnell & Co.,	Grain and Seeds.....	109 N. Second st.
Buss, John B.	J. B. Buss,	Mills.....	3325 Franklin ave.
Butler, W. C.	W. C. Butler & Son,	Insurance.....	844 Century Building.
Butler, Edward	Ed. Butler & Son,	Horseshoer.....	15 S. Tenth st.
Bycroft, Henry F.		Miller .....	Gillespie, Ill.
Byrne, Daniel P.	Dan'l P. Byrne & Co.,		818 Chamber of Commerce.
Byrne, Frank T.	Grand Trunk Railway,	Agent.....	15 Laclède Building.

Cabell, Ashley		Attorney-at-Law.....	506 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.,	Tailors.....	421 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.		Bond and Stock Broker..	411 Olive st.
Cain, P. R.	Gilmore & Ruhl,	Clothiers.....	Eighth and Lucas.
Campbell, Given	Campbell & Thompson,	Lawyers.....	653 Century Bldg.
Campbell, James		Bonds and Stock.....	218 N. Fourth st.
Campfield, Chas. H.		Insurance .....	115 N. Third st.
Cantrell, James G.	Seaboard Air Line	R. R.....	407 Chamber of Commerce.
Capen, Sam. D.	Geo. D. Capen & Co.,	Insurance.....	949 Century Building.
Capen, Geo. H.	Geo. D. Capen & Co.,	Insurance.....	949 Century Building.
Carkener, George S.	Goffe, Lucas & Carkener,	Grain.....	Kansas City, Mo.
Carleton, Murray	Carleton Dry Goods	Co.....	900 Washington ave.
Carlisle, David		Feed and Grain.....	112 Market st.
Carlisle, Sam S.	Carlisle Grain Co.		415 Cham. of Com.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.).....	Century Bldg.
Carpenter, Geo. O.	National Lead Co.,	Manager.....	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.,	Real Estate Agents...	825 Chestnut st.
Carpenter, Jas. M., Jr.	Jas. M. Carpenter & Co.,	Real Estate.....	825 Chestnut st.
Carr, Alfred C.	Carr Bros.,	Insurance.....	204 N. Third st.
Carr, Charles Y.	Carr Bros.,	Fire Insurance .....	204 N. Third st.
Carr, Peyton T.	United Elev. & Grain Co.,	President.....	516 Cham. of Com.
Carrington, Wm. F.	Carrington, Patten & Co.,	Com.....	6 Sherman st., Chicago.
Carroll, C. C.	Carroll & Powell Insurance	Agency Co.....	115 N. Third st.
Carroll, Chas. E.		Fire Loss Adjuster.....	Carleton Bldg.
Carroll, John F.	Carroll & Edwards,	Liquors.....	525 N. Second st.
Carroll, James F.		Grain.....	Board of Trade, Chicago.
Carruthers, Geo. F.	Mound City Hay Warehouse Co.		Main and Clinton sts.
Carruthers, W. W.	Eureka Mills Co.		Gratiot st. and Theresa ave.

Name.	Firm.	Business.	Location.
Cartan, L. V.....	L. V. Cartan & Co.,	Real Estate.....	1006 Chestnut st.
Carter, C. L.....	T. W. Carter & Co.,	Broker.....	114 N. Fourth st.
Carter, Lemuel Roy....	T. W. Carter & Co.,	Broker.....	114 N. Fourth st.
Carter, T. W.....	T. W. Carter & Co.,	Commission.....	114 N. Fourth st.
Case, E. S.....	C. H. Albers Com. Co.,	Commission.....	400 Cham. of Com.
Cassidy, Abner C.....	Cassidy Bros., Live	Stock Com. Co., Nat. Yds., E St. L., Ill.	
Cassidy, John W....	The Cassidy Com. Co.	.....	105 N. Fourth st., Quincy, Ill.
Catlin, E. F.....	Cochrane Grain Co.	.....	107 Gay Bldg.
Cave, Elmore.....	Cave Commission Co.	.....	Railway Exchange Bldg.
Cavender, John H..	Cavender & Thompson,	Real Estate.....	716 Chestnut st.
Chadbourne, G. W.....	.....	.....	900 Security Building.
Chaffraix, D. A.....	.....	Capitalist.....	St. Charles ave., N. O.
Chamberlain, Will F.....	.....	Seed Inspector.....	300 N. Main st.
Chamberlain, F. B.....	F. B. Chamberlain	Com. Co.....	300 N. Main st.
Chamberlin, E. C..	E. C. Chamberlin & Co.,	Commission.....	515 Cham. of Com.
Chamberlin, G. E.....	St. Louis Ice Mfg. &	Storage Co.....	705 S. Main st.
Chambers, Jas. H..	Jas. H. Chambers & Co.,	Publishers ....	2940 Locust st.
Chandler, James N.....	L. & N. R. R.,	General Agent.....	206 N. Broadway.
Chandler, Whately L..	The General Accident Assn.....	.....	411 Olive st.
Chisholm, J. A. H.....	Siemens & Chisholm,	Commission.....	300 Cham. of Com.
Christian, Wilbur B.....	Sherry-Bacon	Grain Co.....	213 Cham. Com.
Christie, James.....	D. B. Kirk & Co.	.....	Kansas City, Mo.
Christy, H. W.....	Wiggins Ferry Co.	.....	Levee and Miller st.
Church, Alonzo C.....	Wiggins Ferry Co.	.....	910 Security Building.
Claas, Fred.....	Rock Spring Mills,	.....	814 Manchester road.
Clark, Charles.....	.....	.....	132 Laclede Building.
Clark, Warren L....	Benj. W. Clark Grocer	Co.....	307 N. Second st.
Clark, Benj. W.....	Benj. W. Clark Grocer	Co.....	307 N. Second st.
Clark, James E.....	.....	Mining.....	414 Fullerton Bldg.
Clark, Hinman H....	Waters Pierce Oil Co.	.....	Bank of Commerce Bldg.
Clark, C. W.....	Tully & Clark,	Architect & Eng'n'r.....	415 Locust st.
Clark, J. A.....	Clark Bros.,	Feed.....	East St. Louis, Ill.
Cleary, Michael.....	.....	.....	110 N. Twelfth st.
Cleary, T. F.....	R. Cleary Com. Co.,	.....	508 Chamber of Commerce.
Clemens, F. W....	F. W. Clemens Feed Co.,	Feed.....	8357 Gravois ave.
Cleveland, Henry D.....	.....	.....	5015 Fairmount ave.
Clifford, Alfred.....	.....	.....	619 Security Building.
Clifton, Daniel W.....	Nanson Com. Co.	.....	202 Chamber of Commerce.
Cobb, Seth W.....	Cobb & Gardner,	Commission.....	317 Cham. of Com.
Cobb, C. W. S.....	Glencoe Lime & Cement	Co.....	1400-A Old Manchester Road.
Cochrane, Manning W....	Cochrane Grain	Co.....	107 Gay Bldg.
Cochrane, Thos.....	Chochrane Grain Co.	.....	107 Gay Bldg.
Cockrell, J. H.....	.....	.....	117 N. Third st.
Cockrell, Elias.....	.....	Grain.....	Jerseyville, Ill.
Cockrell, W. A.....	.....	Broker.....	Merchants' Exchange.
Cohn, J. W.....	Hunter Bros.,	Flour and Feed.....	60 Gay Bldg.
Colby, W. A.....	.....	Deceased.....	.....
Cole, Nathan....	Nathan Cole Inv'stm't Co.,	President.....	722 Jaccard Bldg.
Cole, Amedee B....	Jno. Jackson Inv't. Co.,	President.....	51 Gay Bldg.
Cole, Charles B.....	H. C. Cole Milling Co.,	Miller.....	Chester, Ill.
Cole, H. C. ....	H. C. Cole Milling Co.,	.....	Chester, Ill.
Coleman H. C....	H. C. Coleman Com. Co.,	.....	508 Cham. of Commerce.
Colladay, Wm. R.....	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
Collins, H. B.....	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
Collins, Thos. R.....	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
Collins, Martin..	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
Collins, Wm.....	.....	Real Estate.....	Edwardsville, Ill.
Comstock, T. Griswold.....	.....	Physician.....	3401 Washington ave.
Connery, E. E....	Connery Commission Co.	.....	413 Cham. Com.
Connor, James A.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, P. P.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, M. J.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, Wm. P.....	Connor Bros. & Co.,	Grain.....	Gay Building.
Connors, Denis M.....	Lee Line Steamers,	Superintendent.....	Foot of Olive st.
Conrades, Edwin H.....	Donk Bros. Coal &	Coke Co.....	314 N. Fourth st.

Name.	Firm.	Business.	Location.
Conzelman, Theophilus...	Crunden-Martin	Woodenware Co.....	801 S. Main st.
Cook, Douglas G.....	American Wine Co.,		8021 Cass ave.
Cooke, Michael .....			4215 Cook ave.
Coon, D. F.....			Fort Scott Kas.
Coquard, L. A.....		Banker and Broker..	302 Rialto Bldg.
Cordes, D.....	D. Cordes & Co.,	Flour and Feed.....	1928 S. Twelfth st.
Cordes, Henry H.....	Camp Spring Mill Co.		Nashville, Ill.
Cordes, W. H.....	D. Cordes & Co.,	Flour and Feed.....	1928 S. Twelfth st.
Cornelius, N. B.....	Cornelius Mill Furnishing	Co.....	1119 N. Sixth st.
Cornell, Adolph. ....	Schisler-Cornell Seed	Co.....	813 N. Fourth st.
Cornell, Ben P.....	Schisler-Cornell Seed	Co.....	813 N. Fourth st.
Cornet, Edward.....	Cornet Bros.,	Grocers.....	13th and O'Fallon sts.
Cornet, Henry A.....	Cornet Bros.,	Grocers..	1239 N. Thirteenth st.
Cottingham, Clive...	Harroun Elevator Co.		103 N. Third st.
Cottrill, Geo. F.....	Green's Car Wheel Mfg.	Co.....	3018 N. Broadway.
Coudrey, Harry M.....	H. M. Coudrey & Co.,	Insurance .....	954 Century Bldg.
Cowgill, Frank S.	Trans-Mississippi Grain	Co.....	Omaha, Neb.
Cox, Albert. ....	Brinson-Judd Grain Co.,		208 Cham. Com.
Cox, Charles A.....	Cox & Gordon,	Pork Packers .....	1019 S. Third st.
Coyle, B. H.....	Hoosac Tunnel Line,	Agent.....	204 Railway Exchange.
Coyle, James F.....	Coyle & Sargent,	Wholesale Silks.	1121 Washington ave.
Craft, Henry G.....	Bernet, Craft & Kauffman	Milling Co.....	512 Cham. Com.
Cramer, G. . G.	Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.....	J. E. Crawford & Son,	Stocks and Bonds.....	421 Olive st.
Crawford, S. W.....	S. W. Crawford & Co.,	Lumber .....	DeSoto, Mo.
Crews, Thos. B .....		Lawyer.....	700 Carleton Bldg.
Crothers, John C.....	The McPheeters	Warehouse Co.....	1104 N. Levee.
Crone, C. C .....		Real Estate.....	8802 N. Broadway.
Cullen, Allen H.....	St. Louis Hay	Exchange .....	720 S. Theresa ave.
Cullen, Michael J.....	Cullen & Kelly,	Livery .....	2735 Cass ave.
Cummiskey, Jas .....		Commission .	921 N. Fourth st.
Cunningham, C. A.....		Insurance.....	906 Century Bldg.
Cunningham, Dickson..			101 Chamber of Com.
Cunningham, Edw. M. .	Grain Inspector,	Pensacola, Fla.....	5880 Etzel ave.
Cunningham, P. J.....	Cunningham Bros.	Woolen Co.....	Tenth and Locust sts.
Cupples, Sam'l.....	Sam'l Cupples Wood &	Willowware Co...	7th and Spruce sts.
Currie, Frank.....	Farmers' Elevator Co.		Clarksville, Mo.
Currie, W. I.....	Jno. A. Warren & Co.		416 Cham. Com.

Daggett, Geo. H....	Geo. H. Daggett & Co.,	Grain.....	Minneapolis, Minn.
Daly, C. L.....	Swift & Co.,	Packers....	National Stock Yards, Ill.
Daly, E. F.....	Dayton-Wooster Grain Co.,		301 Chamber of Commerce.
Dameron, Ed C .....			Clarksville, Mo.
Damhorst, Henry.....		Insurance Agent.....	709 Chestnut st.
Damke, Henry.....		Teamster.....	3319 Lemp ave.
Damon, Charles P .....		Farmer.....	83 Laclede Bldg.
Dana, George D.....	Charter Oak Stove &	Range Co., Sec'ry.....	1440 N. Main st.
Danforth, W. H....	Robinson-Danforth Co.,		Eighth and Gratiot sts.
Daniels, Geo. C.....	Nelson, Morris & Co.,	Packers.....	1008 S. Fourth st.
Daub, H. W....	Schreiner-Flack Grain Co.,	Commission.....	116 N. Fourth st.
Daugherty, John W....	Laclede Mutual Fire Ins. Co.		Rialto Bldg.
Davidson, J. K....	J. K. Davidson Com. Co.,	Grain.....	9 Laclede Bldg.
Davis, Geo. H.....	Ernst-Davis Grain Co.		Kansas City, Mo.
Davis, John David.....		Lawyer.....	421 Olive st.
Davis, Thos. W.....	St. L. Market Rep'r Co.,	Reporter.....	216 Market st.
Davis, C. R. H .....	C. R. H. Davis & Co.,	Real Estate .....	Lincoln Trust Bldg.
Dayton, C. A.....	C. A. Dayton Grain Co.		100 N. Third st.
Dean, Chas. L.....	Ludlow-Saylor Wire Co.,		120 S. Fourth st.
Dean, Wm. B.....			417 Cham. of Commerce.
Dean, Murry.....	Dean, Mill Co.,	Flour.....	Ava, Ill.

Name.	Firm.	Business.	Location.
Dehner, Adolph.....		Retired.....	2010 Victor st.
Deibel, Albert L.....	St. Louis Hay & Grain	Co.....	310 Cham. of Com.
Deibel, Fred .....	Anchor Flour	and Feed Co.....	22nd & Morgan sts.
Deibel, Louis P.....	Anchor Flour	and Feed Co.....	22nd & Morgan sts.
Delafield, Wallace .....	Delafield & Snow,	Insurance .....	850 Century Bldg.
Delaney, John O'F.....		Real Estate.....	811 Chestnut st.
Dennis, C. C.....	C. J. Dennis & Co.,	Commission.....	1011 N. Third st.
Dennis, John M. ....	Louis Mueller Co.,	Exporters .....	Baltimore, Md.
Denniston, U. R.....	Spencer & Denniston,	Commission .....	Chicago, Ill.
Denton, W.....	Denton Bros.,	Grain.....	Leavenworth, Kas.
DePew, Ray L.....	Mobile & Ohio R. R.,	Cont. Agt .....	Fullerton Bldg.
Desloge, F.....	Desloge Lead Co.,		168 N. Fourth st.
Denvir, John B.....	Hayden Sad'y H.	W. Co.....	512 N. Main st.
Devoy, Edward.....	Devoy & Feuerborn,	Coal & Coke Co.....	815 N. Seventh st.
De Yong, Adrian .....			Webster Groves, Mo.
Diamont, Henry A. . .	St. Louis Commission	Co.....	815 N. Main st.
Dick, Joseph B .....	Hy. Sayers & Co.,	Commission .....	412 Cham. Com.
Dickson, Joseph .....		Lawyer.....	Mo. Trust Building.
Dickinson, Albert....	The Al. Dickinson Co.,	Seeds. W. Taylor & River sts.,	Chicago.
Dickinson, W. C.....	F. W. Goeke & Co.,	Commission.....	22 N. Second st.
Dickinson, Chas.....		Seeds. W. Taylor & River sts.,	Chicago.
Dieckman, H. H .....	Henry Dieckman,	Feed. . . . .	1611 S. Ninth st.
Dickmann, Joseph F....	Dickmann-Dusard	Seeds Co.....	1110 N. Third st.
Dieckman, John H....	Wernse & Dieckman,	B'nk'rs and Brokers..	317 N. Fourth st.
Diekmann, Joseph. Jos.	H. Diekmann & Co.,	Flour and Feed.....	1210 Biddle st.
Dimmitt, Pope.....			Shelbina, Mo.
Dines, W. C.....	W. C. Dines & Co.,	Fire Ins.....	510 Pine st.
Dippold, Martin.....	The Farmers Milling	Co.....	Edwardsville, Ill.
Doan, Geo. P., Jr.....	Ford & Doan,	Merchandise Broker.	421 S. Seventh st.
Dodd, Sam'l M.....	Mo. Edison Co.,	President .....	416 Locust st.
Dodson, Joseph .....		Grain Dealer .....	Shipman, Ill.
Dodson, J. W.....	The Dodson Braun Mfg.	Co.....	Third and Cedar sts.
Doggett, Lewis C.....	N. K. Fairbank & Co.,	Lard Refiners.....	Chicago.
Donaldson, A. R.....	Donaldson Bond and	Stock Co .....	318 N. Fourth st.
Donaldson, John W....	Donaldson Bond and	Stock Co.....	318 N. Fourth st.
Donaldson, Wm. R.....		Attorney .....	207 Temple Bldg.
Donk, E. C....	Donk Bros. Coal & Coke Co.,	Coal Dealers.....	314 N. Fourth st.
Donnewald, G. H.....	Kerens-Donnewald	Coal and Coke Co.....	421 Olive st.
Donovan, Frank X.....	D. E. Smith & Co.,	Commission.....	114 N. Fourth st.
Donzelot, Eugene.....	E. Donzelot & Son,	Commission.....	16 S. Main st.
Donzelot, E. F.....	E. Donzelot & Son,	Commission.....	16 S. Main st.
Dormitzer, Jos .....		Real Estate.....	104 N. Ninth st.
Dower, John....	Brooklyn Street Elevator,		Brooklyn and Commercial sts.
Dreyer, Eugene C.....	Hunter Bros.,	Flour and Feed.....	Gay Bldg.
Drown, P. S.....	Miss. & O. Riv. Pilots' So.,	Secretary.....	110 N. Fourth st.
Drummond, H. I.....	Drummond	R. & I. Co .....	404 Carleton Bldg.
Drummond, James T....	Drummond	R. & I. Co .....	404 Carleton Bldg.
Drummond, John N., Jr....	John N. Drummond, Jr. & Co.....		400 N. Fourth st.
Dudley, S. S .....	Kanawha Dispatch,	Agent.....	206 Rialto Bldg.
Duff, N. A.....	Duff Grain Co.		Nebraska City, Neb.
Duffy, Jos. A.....	J. A. Duffy & Co.,	Real Estate.....	806 Chestnut st.
Duing, Herman .....	Duing & Shomaker,	Hay and Grain .....	814 Clark ave.
Dula, R. B.....	Continental Tobacco Co.		Tower Grove & Folsom ave.
DuPont, A. B.....	St. Louis Transit Co.,	2nd Vice-President ....	3860 Park ave.
Dunham, John S.....	Dunham Mfg. Co.,	Dessicated Cocoanut.....	9 Locust st.
Dunmire, Carroll E .....	Swift & Co.,	Pork Packers .....	Nat'l St'k Y'ds, Ill.
Dunn, Thos.....	Thos. Dunn Loan, Storage	and Mer. Co.....	912 Franklin ave.
Dutcher, C. O.....			Chamber of Commerce.
Dye, James Wm.....	St. Louis Hay & Grain	Co. ....	310 Chamber of Commerce.
Dyer, E. H.....	Mound City Paint &	Color Co .....	811 N. Sixth st.



**MERCHANTS' EXCHANGE OF ST. LOUIS.**

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<b>Name.</b>	<b>Firm.</b>	<b>Business.</b>	<b>Location.</b>
Eakin, Chas.		Grain Broker	411 Cham. of Com.
Eaton, A. F.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
Eaton, Chas. D.	Springfield Fire & Marine	Ins. Co., Insurance	949 Century Bldg.
Eddy, A. M.	Eddy & Eddy,	Manufacturing	500 N. Main st.
Edenborn, Wm.	U. S. Steel Corporation		71 Broadway, New York.
Edwards, B. F.	Nat'l Bank of Com.,	Cashier	Broadway and Olive.
Edwards, Geo. L.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Edwards, W. J.	N., C. & St. L. Ry.		Bank of Commerce Bldg.
Eggers, H. B.	Eggers Milling Co.,	Millers	Eighth and Clark ave.
Eggers, F. W.	Eggers Milling Co.,	Millers	Eighth and Clark ave.
Eggers, Henry B., Jr.	Eggers Milling Co.,		Eighth and Clark ave.
Ehlermann, Chas.	Chas. Ehlermann Hop	and Malt Co.	22d st. and Scott ave.
Eichler, Frank E.	Modern Miller,		Gay Bldg.
Einstein, Wm.		Mining Operator	320 Security Bldg.
Eiseman, B.	Rice, Stix & Co.,	Dry Goods	Tenth & Washington ave.
Eisenmayer, P. H., Jr.	So. Ill. Elevator	Milling Co.	Murphysboro, Ill.
Elliman, T. L.	D. R. Francis & Bro.	Commission Co.	214 N. Fourth st
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Elliott, S. Lee	Missouri Commission Co.,		22 N. Fourth st.
Ellis, Wm. C.	Kehler Bros.,	Milling	401 Chamber of Commerce.
Elmore, V. C.		Grain	Ashland, Ill.
Ely, Arch F.		Grain	Jerseyville, Ill.
Engel, L. F.			4323 Forest Park Blv.
Engel, Wm.		Teamster	2901 Wisconsin ave.
Engelke, Fred	New Baden Milling Co.,		New Baden, Ill.
Eno, E. Bates			122 N. Third st.
Eppelsheimer, Frank	Fischer Flour Co.		200 Market st.
Essmueller, Fred	Essmueller M. F. Co.,	Millwrights	605 S. Sixth st.
Espenschied, Chas.			3500 Washington ave.
Euston, Alex.	Collier Shot Tower Works,		Security Building.
Evans, C. O.	Evans Bros.,	Tobacco & W. H. Co.	16th & Poplar st.
Evans, J. W.	N. Y. Life Ins. Co.,	Agent	Seventh and Olive sts.
Everingham, Henry D.		Grain	Fort Madison, Iowa.
Everingham, Lyman	L. Everingham & Co.,	Com.	80 Bd. of Trade, Chicago.
Evers, John	Teichmann Commission Co.		62 Gay Bldg.
Evill, Burton K.		Hay and Grain	421 S. Theresa ave.
Evill, Jno. H.	Missouri Forage Supply Co.,	Hay and Grain	426 S. Theresa ave.
Ewald, L. P.	Ewald Iron Co.,	Iron, etc.	941 N. Second st.
Ewing, James F.	J. F. Ewing Salt Co.,		314 Chamber of Commerce.
Ewing, W. K.	Morton & Co.,		509 Chamber of Commerce.
Eyster, W. C.	W. C. Eyster,	Commission	311 Chestnut st.

Faithorn, H. G.	Lehigh Valley Despatch,	Agent	305 Carleton Bldg.
Farley, J. H.		Commission	322 Pine st.
Farrelly, Thos. F.		Real Estate	812 Chestnut st.
Faulkner, Wm. R., Jr.	Secretary to Chief	of Police	Four Courts.
Faust, A. E.	Faust & Sons Oyster Co.,	President	Broadway and Elm st.
Faust, Edward A.	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi sts.
Fay, Emory	F. C. Taylor & Co.,	Commission	204 N. Main st.
Fears, John C.	Illinois Central	Elevators	New Orleans, La.
Feiner, Eugene J.	Engelke & Feiner	Milling Co.	808 S. Broadway.
Feiner, Frank	Engelke & Feiner,	Milling Co.	808 S. Broadway.
Feldbusch, Herman		Teamster	2108 Blair ave.
Felkel, E. E.	Missouri Commission Co.,		22 N. Fourth st.
Felker, T. A.		Banker	Vienna, Mo.
Ferguson, Hugh	Hugh Ferguson & Co.,	Provision Brokers	122 N. Third st.
Ferguson, D. K.	Mechanics Bank,		Fourth and Pine sts.
Feuerbacher, F. W.	F. W. Feuerbacher	& Co., Malster	2705 S. Broadway.
Field, John T.			182 Laclede Building.
Figueiredo, A. de	St. L. Transfer Co.,	Ass't Manager	400 S. Broadway.
Filley, Chauncey I.			2700 Lawton ave

Name.	Firm.	Business.	Location.
Filley, John D.	St. Louis-Union Trust Co.	.....	Fourth and Locust sts.
Finck, J. C., Jr.	J. C. Finck Min'l Mfg. Co.,	Barytes, etc.....	101 Barton st.
Finkenbinder, J. S.	St. Louis-Huntington	Oil Co.....	3534 Washington ave.
Finty, Thos.	.....	Grain.....	Xenia, Ill.
Fischer, John C.	Fischer Flour Co.	.....	202 Market st.
Fischer, Louis F.	Chas. Tiedeman Mill. Co.	.....	O'Fallon, Ill.
Fisher, Geo. K.	Althelmer & Rawlings,	Brokers.....	217 N. Fourth st.
Fisher, John A.	J. A. Fisher & Co.,	Hay.....	1825 Rutger st.
Fisher, S. J.	Fisher & Co.,	Real Estate....	714 Chestnut st.
Fisher, Geo. D.	G. D. Fisher & Co.,	Real Estate....	216 Wainwright Bldg.
Fisher, Wm. M.	St. Louis Transit Co.,	Asst. Pur. Agent.....	3869 Park ave.
Fisse, Wm. E.	.....	Attorney.....	320 Rialto Building.
Flach, Joseph.	New Athens Milling Co.	.....	New Athens, Ill.
Flack, Chas. D.	.....	.....	.....
Flack, Chas. E.	.....	Deceased.....	.....
Flebbe, Hermann.	Western Candy and	Bakers' Supply Co....	216 S. Third st.
Fleming, Thos. H. B.	O'Connor & Co.,	Market Reporter.....	216 Market st.
Flesh, Edw. M.	C. H. Albers Com. Co.,	.....	400 Chamber of Commerce.
Foell, Christian.	.....	.....	3108 Illinois ave.
Foell, Henry.	Foell & Co.,	Commission.....	123 Market st.
Foley, Daniel J.	Ohio Valley Milling Co.,	.....	Hawesville, Ky.
Foote, E. L.	.....	.....	300 N. Fourth st.
Forrester, R. L.	Forrester Bros.,	.....	Gay Bldg.
Forster, Otto E.	.....	Physician.....	520 N. Garrison ave.
Forster, C. August.	.....	Deceased.....	.....
Forster, C. Marquard.	St. L. Brew'g Assn.	.....	809 S. Sixth st.
Foskett, Arthur I.	Foskett-Kissner Feed	Co.....	4325 N. Broadway.
Fouke, Phil. B.	Funsten Bros. & Co.,	Commission.....	109 N. Main st.
Fowler, Edwin.	.....	Deceased.....	.....
Fox, John W.	C., P. & St. L. R. R.,	Com'l Agent.....	Houser Building.
Fraley, M.	Moses Fraley & Co.,	Insurance.....	910 Century Bldg.
Francis, David R.	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, D. R., Jr.	Francis Bro. & Co.,	Stocks and Grain....	214 N. Fourth st.
Francis, T. H.	D. R. Francis & Bro.	Com. Co.....	214 N. Fourth st.
Francis, J. D. Perry.	Francis Bro. & Co.,	Stocks and Bonds....	214 N. Fourth st.
Franciscus, J. M., Jr.	Moffitt & Franciscus,	Real Estate.....	703 Chestnut st.
Frank, John F.	.....	Grain.....	Okawville, Ill.
Frank, Max.	Frank & Wohlgemuth,	Horses and Mules...	1515 N. Broadway
Frank, Nathan,	.....	Attorney.....	Century Bldg.
Franklin, Jos.	Wm. Barr Dry Goods Co.,	Dry Goods.....	Sixth and Olive st.
Franklin, Spencer.	.....	Broker.....	1129 Channing ave.
Frederick, A. H.	.....	.....	103 N. Seventh st.
Freeborn, Charles S.	.....	.....	1746 Mississippi ave.
Fresch, Chas. M.	Young & Fresch Grain	Co.....	101 N. Third st.
Freund, L.	L. Freund & Bro.,	Bakers.....	913 Souland st.
Friedman, B.	.....	.....	3202 Harper st.
Fritschle, Robert.	.....	Grocer.....	5000 Gravois ave.
Fruin, Jeremiah.	Fruin-Colnon Con.	Co., Contractors.....	721 Olive st.
Fuchs, Arnold.	Peycke Bros. & Co.	Grain Co.....	835 N. Third st.
Funk, Joseph P.	J. P. Funk & Co.,	Tallow, etc.....	914 N. Main st.
Funsten, R. E.	R. E. Funsten & Co.,	Wool.....	300 N. Commercial.
Funsten, Wm. F.	Funsten Bros. & Co.,	Commission.....	109 N. Main st.
Fusz, F. D.	Regina Flour Mill Co.,	.....	601 S. Main st.
Fusz, Louis.	Regina Flour Mills	.....	601 S. Main st.
Fusz, Eugene A.	Regina Flour Mill Co.,	.....	601 S. Main st.
Fusz, Paul A.	Granite Bi-Metallic M. Co.,	President.....	422 Security Building.
Fyffe, Wm. J.	Fyffe Bros. & Co.,	Commission.....	50 B. of T., Chicago.
Gaiennie, Frank.	The Ludlow Automatic Fire Alarm Co.	.....	805 Colonial Tr. Bld.
Galbreath, G. W.	Third National Bank,	Cashier.....	417 Olive st.
Gandolfo, John B.	Gandolfo-Ghio Mfg. Co.	.....	104 S. Eighth st.

Name.	Firm.	Business.	Location.
Gannett, Jno. M.			114 N. Fourth st.
Gardner, R. E.	Banner Buggy Co.,		Broadway and Chouteau ave.
Gardner, Wm. A.	Cobb & Gardner,	Commission....	817 Chamber of Com.
Garneau, James W.	Krey Packing Co.,		Twenty-first and Bremen ave.
Garneau, Pierre A.	Krey Packing Co.,	Pork Packers.....	2100 Bremen ave.
Garrela, G. W.	Franklin Bank,	Banking.....	Fourth and Morgan sts.
Garrett, Walter L.	Board of Trade Clearing Co.		Kansas City, Mo.
Garrison, O. L.	Big Muddy Coal & Iron Co.		912 Wainwright Bldg.
Garvey, Lawrence.	L. Garvey & Co.,	Produce and Com.	1412 N. Broadway.
Gasser, Emil.	M. M. McKeen & Co.,		6 N. Second st.
Gatch, Elias S.	Granby Mining and S. Co.		Mermod & Jaccard Bldg.
Gaupel, Henry J.			1724 Longfellow blv.
Gaus, H., Jr.	Henry Gaus & Sons,	Box Factory...	Main and Madison sts.
Gays, H. K.	Weare Commission Co.		208 Cham. Com.
Gebhardt, Geo. E.	Geo. E. Gebhardt & Bro.,	Grocer.....	7830 Ivory ave.
Geddes, John A.	Geddes & Co.,	Merchants.	169 Jackson blv., Chicago.
Geissmann, Otto.	Highland Milling Co.,	Flour.....	Highland, Ill.
Geraghty, John E.	Chapin & Co.,	Mill Feed.....	805 Chamber of Com.
Gerber, Charles.	Gerber Fruit Co.,		910 N. Third st.
Gerdes, Charles B.	Chas. B. Gerdes & Co.,	Grain.....	East St. Louis, Ill.
Gerhart, P. G.			3640 Washington ave.
Gerhart, Frank H.	F. H. & C. B. Gerhart	Real Estate Co....	Wainwright Bldg.
Gerlach, W.		Insurance.....	6 N. Third st.
Gessler, Emil W.	E. W. Gessler & Co.,	Commission.....	115 N. Third st.
Gessler, E. A.	Gessler & Kraussnick,	Broker.....	411 Olive st.
Gettys, James M.	W. P. Gettys & Son	Provision Co.....	113 N. Main st.
Gettys, Thos. B.	W. P. Gettys & Son	Provision Co.....	113 N. Main st.
Gfeller, Alfred.		Lawyer.....	426 Roe Bldg.
Ghiselin, Horace.	United Elev. & Grain Co.		516 Cham. of Commerce.
Ghio, James C.	Barada-Ghio R. E. Co.		1001 Chestnut st.
Giesecke, Otto.	Chas. Ehlerman Hop and Malt Co.		Twenty-second and Scott.
Gieselman, F. H.	Chris. Sharp Com. Co.,		202 N. Main st.
Giesler, John F.	John F. Giesler & Bro.,	Feed.....	1831 Franklin ave.
Gifford, Isaac C.	C. E. Gifford & Co.,	Grain.....	225 Rialto Bldg., Chicago.
Gill, Wm. E.	Stephen Peck & Bro.,	Real Estate.....	Lincoln Trust Bldg.
Gillham, F. C.	Alton Packing Co.,	Pork Packers.....	Alton, Ills.
Gillis, John G.	Picker & Beardsley,	Commission.....	118 N. Main st.
Gilmartin, Jas. J.	Mo. State Grain Insp.		Rialto Bldg.
Gilmartin, P. J.		Broker.....	Merchants' Exchange.
Gintz, Adam.	St. Clair Vinegar Co.		Belleville, Ill.
Ginocchio, D.	Ginocchio Bros. & Co.,	Fruits.....	718 N. Third st.
Giraldin, Chas. E.	Giraldin Bros. & Cates,	Real Estate.....	110 N. Eighth st.
Givens, Jos. W.			415 Locust st.
Glaser, Carl S.	Jos. Glaser & Son,	Brokers.....	817 Olive st.
Glaser, Joseph.	Joseph Glaser & Son,	Brokers.....	317 Olive st.
Goddard, G. F.	E. Goddard Flour Co.,		Second and Rutger sts.
Goddard, J. H.	E. Goddard Flour Co.,		Second and Rutger sts.
Goebel, Fritz.	F. Goebel & Sons,	Wholesale Grocers..	27-29 S. Second st.
Goeke, Fred'k W.	F. W. Goeke & Co.,	Commission.....	22 N. Second st.
Goerger, G. A.	Wm. Goerger Malting Co.,		1701 Singleton ave.
Goerts, August.	Germania Life Ins. Co.,		208 Colonial Trust Bldg.
Goetz, Victor.	Inspecting and Flour Testing Co.		303 Market st.
Goldman, J. D.	Adler, Goldman & Co.,	Cotton Factors.....	112 S. Main st.
Goodall, John R.	W. H. Markham & Son,	Insurance.....	906 Century Building.
Goodnow, Frank.	Miss. Valley Elev. & Grain Co.		Levee and Madison st.
Gordon, Samuel.	Cox & Gordon	Provisions.....	1019 S. Third st.
Gordan, Thos. P.		Grain.. Bd. of T. Bldg.,	St. Joseph, Mo.
Gorman, John I.			1506 Arlington ave.
Grafeman, Wm.	Grafeman Dairy Co.		2020 Franklin ave.
Graham, Ben B.	Graham Paper Co.		Second and Olive sts.
Graham, G. L.	G. L. Graham & Co.,	Com.....	301 Chamber of Commerce.
Graham, Robt. S.	G. L. Graham & Co.,	Commission.....	301 Cham. of Com.
Grant, W. D.	W. D. Grant Pkg. Co.,	Pork Packer.....	} 3826 Garfield ave.
Grant, Chas. A.	W. D. Grant Pkg. Co.,	Pork Packer.....	
Grant, Alex D.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.



Name.	Firm.	Business.	Location.
Grassmuck, Wm	Wabash Elevator,	Grain	Second and Biddle sts.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging	102 Rialto Building.
Graves, Oswald	Sidney C. Love & Co.,		207 Chamber of Commerce.
Graves, W. W.	National Biscuit Co.,		205 LaSalle st., Chicago, Ill.
Gray, Clarence Edwin	Karrick, Gray &	Williams, Grain	B. of T., Chicago
Gray, Melvin L.		Lawyer	509 Chestnut st.
Green, Francis X.	The Chas. Green Real	Estate Co	720 Chestnut st.
Green, H. H.	Green Car-Wheel Mfg. Co.,	President	3018 N. Broadway.
Green, Chas.	Chas. Green Real Est. Co.,		720 Chestnut st.
Green, James	Laclede Fire Brick Mfg.	Co.	915 Wainwright Bldg.
Green, W. L., Jr.	W. L. Green Com. Co.,	Commission	62 Laclede Bldg.
Greer, Robert C.	Greer-Anderson	Realty Co.	719 Chestnut st.
Gregg, Norris B.	Mound City Pt. & Col. Co.,	Paints and Oils	811 N. Sixth st.
Gregg, W. H., Jr.	Mound City Pt. & Col. Co.,	Paints and Oils	811 N. Sixth st.
Gregory, James A.			5408 Maple ave.
Greve, Henry	John Wahl Com. Co.,		2 S. Main st.
Grier, J. P.	Schwartz, Dupee & Co.,		10 Wall st., N. Y.
Grier, R. C.		Attorney	802 Missouri Trust Bldg.
Griesedieck, Paul H.	H. Griesedieck & Co.,		1134 S. Twelfth st.
Griesedieck, Bernard	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Henry C.	Consumers Brewing	Co.	1900 Shenandoah st.
Griesedieck, Henry, Jr.	Nat'l. Brew'y Co.,	Br'wrs	Eighteenth and Gratiot sts.
Griesedieck, H. L.	H. L. Griesedieck & Co.,	Liquors	715 N. Sixth st.
Griesedieck, Frank	H. Griesedieck & Co.,	Malster	1110 Park ave.
Griffin, T.			812 S. Fourth st.
Grimes, I. C.		County Sheriff	Huntsville, Mo.
Grimm, Henry J.	Grimm & Co.		132 Cham. Com.
Grone, Ed.	Grone & Co.,	Soda	13 S. Eleventh st.
Grone, Henry	Grone & Co.,	Soda	13 S. Eleventh st.
Grone, John G.	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Gronemeyer, C. L.			2954 Clark ave.
Grossheider, Aug. F.		Hay and Grain	2817 Easton ave.
Grubbs, H. B.	Columbia Biscuit Co.		Fourteenth and Papin sts.
Gruensfelder, Louis		Pork Packer	2029 Shenandoah ave.
Gruet, John P.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut st.
Gunnison, Geo. W.		Oils	211 Commercial Bldg.

Haarstick, Hy. C.	St. L. & Miss. Val. Tr. Co.,	President	103 N. Third st.
Haarstick, Wm. T.	St. L. & Miss. Val. Tr. Co.,	Vice-President	103 N. Third st.
Haddaway, W. S.	Consolidated Coal Co.,		Laclede Building.
Haering, John		Teamster	2016 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haeussler, Herman A.		Lawyer	34 Laclede Building.
Hagerman, James		Attorney	606 Wainwright Building.
Hainsworth, Jonas			1235 Armstrong ave.
Haley, Claude E.	D. I. Bushnell & Co.,	Seeds	109 N. Second st.
Hall, Chas. E.	Langenberg Bros. & Co.,	Commission	417 Cham. of Com.
Hall, Geo. H.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, John E.	John E. Hall Com. Co.		418 Chamber of Commerce.
Hall, Louis T.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, Marshall	W. L. Green Com. Co.		62 Laclede Building.
Hallet, F. A.	Hallet & Co.,	Grain	Minneapolis, Minn.
Halliday, H. E.	H. L. Halliday Mllg. Co.,		Chairo, Ill.
Hamilton, Alexander	Gartside Coal Co.,	Coal	1121 Pine st.
Hammer, L. F.	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Hancock, D. J.		Insurance	906 Century Bldg.
Handlan, A. H.	Handlan Buck Mfg. Co.,	Railroad Supplies	210 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.,	President	Ninth & N. Market st.

Name.	Firm.	Business.	Location.
Hannigan, K. B.	Southern Ry.		100 N. Fourth st.
Hanson, C. T.	P. B. Mathiason Mfg. Co.		5310 N. Second st.
Hanson, P. M.	Nat'l Enam. & Stamp'g Co.,	Traffic Mngr.	2nd st. and Cass ave.
Hanson, A. T.			132 Cham. of Com.
Harig, Albert J.	Annan, Burg & Co.		117 N. Third st.
Harrington, Charles M.	The Van Dusen-	Harrington Co.	Minneapolis, Minn.
Harris, Benj.	B. Harris & Co.,	Wool	Second and Walnut st.
Harrison, W. B.	W. B. Harrison Grain Co.	Hay and Grain	52 Gay Building.
Harroun, A. L.	Harroun Commission Co.		Kansas City, Mo.
Harroun, A. M.	Harroun Elevator Co.,		405 Rialto Bldg., Chicago.
Harroun, W. H.	Harroun Elevator Co.		103 N. Third st.
Harstiek, J. C.		Teamster	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.,	Printing	513 Market st.
Hartmann, Ernst.	E. Hartmann Hide &	Leather Co.	1905 Shenandoah ave.
Hartmann, Rudolph.	R. Hartmann & Co.,	Commission	14 S. Second st.
Hartman, John		Merchant Tailor	612 N. Broadway.
Hartnett, Jos. P.	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Hartzell, S. S.	Hartzell Light &	Milling Co.	Poplar Bluff, Mo.
Haueisen, F. G.	Haueisen Bros.,	Produce and Com.	1017 N. Third st.
Harvey, Geo. Jr.	P. M. Brunner Granitoid	Co.	211 Odd Fellows' Bldg.
Harvey, R. S.	Franklin & Harvey,	Railroad Ties	Eldon, Mo.
Hattersley, F.	F. Hattersley Bro. & Co.		205 Pine st.
Hattersley, Jos.	F. Hattersley Bro. & Co.		205 Pine st.
Hauptmann, Peter.	Peter Hauptmann &	Co., Tobacco	513 N. Third st.
Havlin, John	W. B. Harrison & Co.,	Commission	52 Gay Building.
Hawes, Harry B.		Lawyer	Lincoln Trust Bldg.
Hawken, Wm. H.	Jno. Jackson Investment	Co.	51 Gay Building.
Haynes, Delos R.	Haynes Bros.,	Real Estate	403 Mo. Trust Building.
Haynes, W. J.	Front Rank Steel	Furnace Co.	23rd & Lucas ave.
Hazard, Wm. P.	Monarch Rubber Co.	Vice-Pres't.	Bittner & Kenrick sts.
Healey, E. S.	Glencoe Lime & Cement Co.		1400-A Old Manchester rd.
Heath, A. J.	A. J. Heath & Co.,	Commission	804 N. Commercial st.
Heed, R. B.	Erie Despatch,		12 Laclede Building.
Heege, Albert.		Grocer	Clayton, Mo.
Heege, Theodore.		Grocer	Kirkwood, Mo.
Heger, Frederick	Heger & Seiferth,	Game, etc.	122 N. Main st.
Helurischmeyer, Henry		Feed	6830 S. Broadway.
Heintz, Emil.	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heitzeberg, Chas. L.	Beaumont Inv. Co.		301 Wainwright Bldg.
Helein, Geo. A.		Cooperage	419 S. Fourteenth st.
Helery, M. F.		Retail Liquors	112 N. Third st.
Hellman, A. M.	A. M. Hellman & Co.,	Wholesale Liquors	508 N. Second st.
Hellman, Chas.	Hellman-Godlove	Mer. Co.	120 N. Main st.
Heltzell, D. S.	H. C. Coleman Com. Co.,		508 Cham. Com.
Heltzell, Harry Dallas.	A. J. Child & Son,	Commission	211 Market st.
Heman, Fred		Deceased	
Heman, G. A.		Hay and Grain	1221 N. Jefferson av.
Heman, John C.	Heman Construction	Co.	108 1/4 N. Eighth st.
Hemenway, Wm. D.	Peugnet &	Hemenway, Ins.	902 Century Bldg.
Hendee, S. A.	S. A. Hendee & Co.,	Grain	Bushnell, Ill.
Henry, Frank R.	St. Louis Transit Co.,	Auditor	3869 Park ave.
Henseler, F. F.	Drayage Transfer Co.,		10 Bridge Approach.
Henson, Mark	County Supt. of Schools,		Granite City, Ill.
Henze, F. W.	Old Rock Bakery Co.,	Baker	417 Lucas ave.
Herf, O.	Herf & Frerichs Chemical Co.		4528 S. Broadway.
Hewit, O.		Commission	1823 Cora Place.
Heydt, John B.	Heydt Bakery Co.		1607 Biddle st.
Heyman, Wm.	Lackawana Line,	Agent	105 Ry. Exchange.
Hezel, Charles.	Hezel Milling Co.,	Millers	East St. Louis, Ill.
Hezel, Charles, Jr.	Hezel Milling Co.,		East St. Louis, Ill.
Hezel, E. T.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Moris			2987 Lafayette ave.
Hickey, Dewey A.	Rialto Grain & S. Co.		Rialto Bldg.
Hickman, W. T.		Deceased	
Hilke, Christoph.		Flour and Feed	3749 N. Broadway.

Name.	Firm.	Business.	Location.
Hilke, Christ H.	Christ Hilke,	Feed.	3747 N. Broadway.
Hill, Ewing	Western Advertising Co.		306 Century Building.
Hill, Wm. T.	J. H. Teasdale	Commission Co	100 N. Fourth st.
Hill, G. W.			1743 Preston pl.
Hill, Walker	American Ex. Bank,	President.	207 N. Broadway.
Hillar, W. T.	Erie Dispatch,		12 Laclede Bldg.
Hinchman, J. G.		Prov'n Inspector	22 S. Commercial st.
Hindman, James H.		Farmer.	Rockwood, Ill.
Hirsch, I. C.	Cal. Hirsch & Sons Iron &	Rail Co.	212 Clark ave.
Hirschberg, F. D.	F. D. Hirschberg & Bro.,	Insurance.	123 N. Third st.
Hitchcock, Henry		Deceased	
Hitchcock, E. A.	Secretary of the Interior,		Washington, D. C.
Hoagland, Wm. Y.	Police Officer,		4408 N. Nineteenth st.
Hobart, B. F.			Springfield, Mo.
Hodge, James	The Paddock-Hodge Co.		Toledo, Ohio.
Hodgkins, Daniel		Deceased	
Hodgman, E. M.	J. E. Crawford & Son,	Stock Brokers.	421 Olive st.
Hodgkins, Elbert	Kehlor Bros.,	Flour.	402 Chamber of Commerce.
Hoffmann, August	Hoffman Stave Co.,	Coopers	Dexter, Mo.
Hoffman, Geo. E.	Merchants'-Laclede Nat.	Bk., Cashier	Fourth and Olive sts.
Hoffman, S. H.		Builder.	Globe-Dem. Building.
Hofman, Louis	Mound City Ice & Cold	Storage Co.	3019 N. Broadway.
Hofmann, F. W.	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hofmann, E. G.	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hogan, C. C.	McReynolds & Co.,	Grain.	820 Security Bldg.
Hogenmiller, John A.	Hogenmiller Com.	Co.	714 N. Third st.
Holbrook, Walter J.	Blackwelder-Holbrook	R. Est. Trust Co.	107 N. Seventh st.
Holland, Geo. H.		Deceased	
Holliday, Omar	Fulton Bag & Burlap Co.		612 S. Seventh st.
Holliday, Sam'l N.		Deceased	
Hollmann, Julius	Cairo Milling Co.		Cairo, Ill.
Holmes, Jesse H.	H. & L. Chase Bag Co.,		18 N. Main st.
Holtzclaw, Frank	The Jeffras Cloak Co.,		Hannibal, Mo.
Hopkins, James			Security Bldg.
Hoppius, Herman F.	Mullen & Hoppius	Painting Co	114 Olive st.
Horn, Benjamin F.		Cooperage.	E. St. Louis, Ill.
Horn, Benj. F., Jr.	Benj. F. Horn,	Cooperage.	Mo. ave. E. St. Louis, Ill.
Horn, Chas. W.	Benj. F. Horn,	Cooperage.	Mo. ave. E. St. Louis, Ill.
Horner, E. P.	Allen-West Com. Co.,		104 S. Main st.
Hornsby, Joseph L.		Attorney.	520 Rialto Bldg.
Horstman, Julius C.	Jas. W. Scudder & Co.,	Whol. Grocers.	425 S. Seventh st.
Hospes, Richard	Ger. Sav. Institution,	Cashier.	Fourth and Pine sts.
Houghtlin, D. M., Jr.	Wiggins Ferry Co.		923 Security Bldg.
House, Richard J.		Hay and Grain.	Kansas City
Howard, F. F.	W. P. Howard & Co.,	Commission.	414 N. Commercial st.
Howard, J. J.	W. P. Howard & Co.,	Commission.	408 N. Levee.
Howard, L. J.	Evans & Howard Fire	Brick Co.	920 Market st.
Howard, John W.		Liquors.	307 N. Garrison ave.
Hoyt, E. R.	Hoyt Metal Co.,	Secretary.	4143 Clayton ave.
Hubbard, Robt. M.	Hubbard & Moffitt,	Commission Co.	322 Pine st.
Hudson, Wm. A.	Hudson Bros. Com. Co.,	Commission.	212 N. Second st.
Hudson, John		Cotton.	Barry and Kosciuski sts.
Huff, C. H.		Machinery.	Levee and Morgan st.
Hug, Henry	Laclede Hay & Grain Co.,		110 So. Jefferson ave.
Hull, Wm. L.			520 Cham. of Com.
Hundley, J. H.		Grain Broker.	132 Cham. Com.
Hunn, Eugene F.	C. H. Canby & Co.,		Chamber of Commerce.
Hunter, R. D.		Deceased	
Hunter, E. O.	Hunter Bros.,	Grain and Feed.	60 Gay Bldg.
Hunter, Henry	Chris. Sharp Com. Co.,		202 N. Main st.
Huppert, W. E.	Klausman Brewery Co.	Book-keeper.	8639 S. Broadway.
Hussmann, Henry	G. Ziebold & Son,		Red Bud, Ill.
Husted, Edward C.	St. Joe Lead Co.,		166 Laclede Building.
Hutchinson, R. R.	Mechanics' Bank,	President	Fourth and Pine sts.

Name.	Firm.	Business.	Location.
Hutchinson, Jas....	Jas. Hutchinson & Sons,	Sugar Brokers....	712 Spruce st.
Huttig, C. H.....	Huttig Sash & Door Co.,		3900 Chouteau ave.

Ichtertz, Geo. J.....	Cobb & Gardner,	Commission.....	317 Cham. Com.
Imbs, Joseph F.....	J. F. Imbs Milling Co.		67 Gay Bldg.
Imbs, Al. V.....	J. F. Imbs Milling Co.		67 Gay Bldg.
Immer, E. B.....		Grain.....	Pilot Knob, Mo.
Ismert, Jno.....	Pinckneyville Milling Co.,		Pinckneyville, Ill.

Janes, J. M.....			Chamber of Commerce.
Jannopoulo, D.....	Mo. Tent & Awning Co.,	Tents.....	102 N. Second st.
Jasper, Louis A.....	Jasper & Sellmeyer,	Commission.....	835 N. Third st.
Jennings, A. M.....	Printing Telegraph	News Co.....	307 Cham. Com.
Jenkins, B. C.....		Broker.....	Bank of Commerce Bldg.
Joerger, G. A.....	Wainwright Brewery,	Teamster.....	Eleventh and Papin.
Johnson, F. N.....	Simmons Hardware Co.		Ninth and Spruce st.
Johnson, M. B.....	T. E. Price & Co.,	Commission.....	111 N. Third st.
Johnson, Ralph O.....		Broker.....	812 Lincoln Trust Bldg.
Johnston, George S..	Johnston T. F. & Met.	Co., Tin Foil Manuf..	6020 S. Broadway.
Johnston, Wm. C.....	Donk Bros.,	Coal & Coke Co.....	314 N. Fourth st.
Jones, Breck.....	Miss. Valley Trust Co.,	2d V.-P & Counsel....	201 N. Fourth st.
Jones Charles, Jr.....			Labadie, Mo.
Jones, Louis J.....	Chapin & Co.,	Mill Feed.....	305 Cham. Com.
Jones, C. Norman..	St. Louis Brewing Assn.		702 Wainwright Building.
Jones, Ezekiel....	Jones-Pope Produce Co.,	Commission.....	917 N. Fourth st.
Jones, Geo. P.....	Geo. P. Jones & Co.,	Oil.....	704 N. Main st.
Jones, Vincent M..	John Mullally Com. Co.,		405 Chamber of Commerce.
Jordan, Wm. E.....		Florist.....	Union and Spalding aves.
Judson, F. N.....	Judson & Green,	Lawyers.....	500 Rialto Building.
Judd, W. D....	Brooklyn Elevator & Grain Co		506 Chamber of Commerce.

Kaehler, E.....	Interstate Despatch,	Agent.....	305 Houser Building.
Kahn, Joseph.....		Insurance.....	901 Century Bldg.
Kaiser, Henry.....	John G. Kaiser & Co.,	Grocers.....	901 Franklin ave.
Kaiser, Jacob.....	Jacob Kaiser & Co.,	Manufacturers....	Third and Elm sts.
Kaiser, Jno. H.....		Deceased.....	
Kalb, C. R.....	G. O. Kalb & Son,	Insurance.....	957 Century Bldg.
Karns, W. H.....	Dan'l P. Byrne & Co.		318 Chamber of Commerce.
Karrick, Henry L..	Henry Karrick Co.,	Grain.....	20 C. of C., Minneapolis.
Kassuba, Walter L.....	Kassuba Com. Co.		Milwaukee, Wis.
Kauffman, H. M.....	G. H. Walker & Co.,	Broker.....	310 N. Fourth st.
Kauffman, John W.....			Kings Highway and Lindell Blv
Kauffman, F. E....	Bernet, Kraft & Kauffman Milling Co.....		512 Cham. Com.
Kaune, Wm. G.....			Breese, Ill.
Kavanaugh, W. K..	Interstate Car Transfer Co.....		818 Security Bldg.
Keeble, W. B.....	Senter Commission Co.,	Commission.....	25 S. Third st.
Keheler, P. F.....		Investments.....	6154 Plymouth ave.
Kehoe, C. J.....	F. D. Hirschberg & Bro.,	Insurance.....	123 N. Third st.
Kehlor, D. M.....			3000 Pine st.
Kehlor, J. B. M.....	Kehlor Bros.,	Milling....	401 Chamber of Commerce.
Keiflein, John M.....	Consolidated Coal Co.,	Superintendent....	Foot of Locust st.
Keirse, W. H.....	C. H. Albers Com. Co.,		40 Chamber of Commerce.
Keiser, C. J.....	Keiser Bros. Milling Co.,	Flour.....	Mt. Olive, Ill.

Name.	Firm.	Business.	Location.
Keiser, Robert H.		Real Estate	417 Pine st.
Kelly, E. M.	Liberty Mills,		Nashville, Tenn.
Kennard, Sam. M.	Kennard & Sons Carpet	Co., Carpets	Fourth and Washington
Kennedy, Maxwell	Kennedy Grain Co.		520 Cham. of Com.
Kennedy, Samuel G.		Insurance	956 Century Building.
Kennedy, T. D.	Jeremiah Murphy,	Pork Packer	2315 Morgan st.
Kennett, Wm. P.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Kenney, Grant W.	Grant W. Kenney & Co.,	Commission	Kansas City, Mo.
Kent, H. V.	Kent & Purdy Paint Co.		701 N. Second st.
Kerens, R. C.	Railroads,		Third Nat'l Bank Building
Kerls, Charles T.		Flour and Feed	2031 Salisbury st.
Kern, Chas.	Union Biscuit Co.		Sixth and Carr sts.
Ketchum, Horace F.	Langenberg Bros.	& Co.	417 Chamber of Commerce.
Keyes, S. P.		Livery	1100 St. Ange ave.
Kiely, P. M.	P. M. Kiely & Co.,	Commission	914 N. Third st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Locust st.
King, Lawrence L.		Fire Insurance	835 Century Bldg.
King, Wm. J. 2nd	Mass. Mutual Life,	Manager	Century Bldg.
Kingsland, L. D.	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo.	Central Union Brass Co.		823 N. Second st.
Kinsella, James	Kinsella & Co.,	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.	715 Spruce st.
Kissner, John	Foskett & Kissner,	Feed	4323 N. Broadway.
Klasing, Aug. F.		Groceries and Feed	5034 N. Broadway
Klauber, John	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klein, Jacob	Klein & Hough,	Attorneys	902 Rialto Bldg.
Klein, Jno. S.	Geo. S. Mephram & Klein,	Dry Paints	Sidney st. and Levee.
Klenk, Charles	A. Laux & Son Pork	Packing Co.	Russell and DeKalb st.
Knebel, L.	L. Knebel & Co.,	Grain and Lumber	Pierron, Ill.
Kneeland, Lorenzo D.	Raymond, Pyncheon	& Co.,	
Knehans, H. W., Jr.	H. W. Knehans & Sons,	Grain and Stock Brokers	219 LaSalle st., Chicago.
Knight, Geo. W. J.	Meyer Bros. Drug Co.	Commission	1022 N. Third st.
Knight, Harry F.	A. G. Edwards & Son,		Fourth st. and Clark ave.
Knoblauch, C. O.		Brokerage Co.	412 Olive st.
Knox, C. G.	National Stock Yards,	Boneblack	3213 Russell ave.
Koch, Arthur		V.-Pres.	National Stock Yards, Ill.
Koechig, Wm.	Jos. A. Buckland & Co.,		1311 S. Fourteenth st.
Koehler, C.	Columbia Brewing Co.	Hay and Grain	103 S. Third st.
Koehler, Henry, Jr.	American Brewing Co.		Twentieth and Madison sts.
Koehler, Hugo A.	The American Bw'g Co.,		2818 S. Seventh st.
Koehler, Julius H.	Columbia Br'wing Co.,		2825 S. Broadway.
Koenig, Edw. R.	Wm. Koenig & Co.,		Twentieth and Madison st.
Koenigsmark, Jacob J.		Harvesting Machinery	120 S. 8th st.
Koenigsmark, T.		Flour Mill	Waterloo, Ill.
Kohlbray, Louis		Milling	Waterloo, Ill.
Kohlbray, Louis, Jr.	Louis C. Kohlbray &	Feed	3254 S. Jefferson ave.
Kohl, F.	Kohl & Niemann,	Bro., Feed	3407 Missouri ave.
Kohn, R. D.	Kohn & Co.	Feed	Venice, Ill.
Kolb, Adolph	Southern Feed Co.,		315 N. Fourth st.
Kotany, M.		Pres. and Treas.	911 S. Seventh st.
Kracke, J. H.	J. H. Kracke Grain Co.	Stock and Bond Broker	409 Olive st.
Krausse, E. B., Jr.	Page & Krausse Mfg.		208 N. Fourth st.
Kraussnick, E. C.	Gessler & Kraussnick,	& Mining Co.	410 Valentine st.
Krenning, H. B.	F. H. Krenning & Sons,	Brokers	411 Olive st.
Kretschmar, Ernest		Grocers	818 N. Third st.
Krey, Fred	Krey Packing Co.,	Provisions	2700 Cherokee st.
Kriekhaus, A.	Washington M. F. Ins.	Pork Packers	21st and Bremen ave.
Kriekhaus, Arthur		Co.	421 Olive st.
Krite, F. H.	Hezel Milling Co.,	Deceased	
Kroeger, Mathias	Henry Sayers & Co.,	Millers	East St. Louis, Ill.
Kron, A.		Commission	412 Cham. Com.
Kuenke, Henry		Livery Stable	2122 N. Tenth st.
Kuhlman, Henry W.	Kuhlman & Bros.,	Flour and Feed	2653 Gravois ave.
		Grocers and Feed	2304 Bremen ave.



Name.	Firm.	Business.	Location.
Kuhn, Francis.....	Chemical Building Co.	.....	Eighth and Olive sts.
Kuhn, Robert C.....	Bartlett, Kuhn & Co.,	Grain and Hay .....	Evansville, Ind.
Kuhs, Aug. H.....	Louis Obert Brewery,	.....	Twelfth and Lynch sts.
Kuhs, H. W.....	H. W. Kuhs & Co.,	Grocers and Com.....	28 S. Third st.
Kunz, Henry.....	.....	Malster.....	1313 Ann ave.
Kupferle, E.....	Kupferle Bros. Mfg. Co.	.....	600 N. Second st.
Lackland, R. J.....	Boatmens' Bank,	President...4th and Washington ave.	
Lackland, Edgar C.....	.....	.....58 Laclede Building.	
Lahey, Thos. P.....	T. E. Price & Co.,	Commission .....	111 N. Third st.
Lamping, W. C.....	W. C. Lamping Grain Co.,	Broker.....	212 Cham. of Com.
Lamy, Chas. O.....	J. H. Teasdale Com. Co.,	.....	100 N. Fourth st.
Lamy, Joseph F.....	Cobb & Gardner,	Commission.....	317 Cham. of Com.
Landau, Louis.....	Landau & Co.,	Grocers.....	317 N. Second st.
Lang, George.....	Braun-Lang Com. Co.,	Flour and Commission..	Gay Building.
Lang, B. H.....	B. H. Lang & Co.,	Commission.....	415 Cham. of Com.
Lang, Ben S.....	.....	.....	415 Cham. of Com.
Langenberg, Geo. F.....	Langenberg Bro. &	Co., Commission...417 Cham. of Com.	
Langenberg, H. F.....	Langenberg Bro. &	Co., Commission...417 Cham. of Com.	
Langenberg, H. H.....	Langenberg Bros. &	Co., Commission 417 Cham. of Com.	
Langenberg, C. H.....	Front Rank Steel	Furnace Co.....	23rd and Lucas ave.
Langton, J. J. P.....	Langton & McColl,	Prov. Broker .....	802 Spruce st.
Lanitz, George.....	.....	Grain.....	322 Pine st.
Lansing, E. W.....	Thos. Bennett & Co.,	Brokers.....	3018 Locust st.
Larimore, N. G.....	Elk Valley Farming Co.,	.....	Larimore, N. Dakota.
Larimore, Jameson .....	.....	Farmer.....	Larimore, N. Dakota.
Lassen, Chas. F.....	Fisher & Co.,	Real Estate.....	714 Chestnut st.
Latal, John J.....	J. J. Latal Roofing Co.	.....	1518 N. Tenth st.
LaTourette, James.....	Columbia Zinc Works,	.....	Marion, Ind.
Latta, H. J.....	Maxwell & Crouch Mule Co.,	.....	National Stock Yards.
Laughlin, J. R.....	.....	Real Estate.....	606 Fullerton Bldg.
Lawnin, Jos. D.....	.....	Lumber.....	807 N. Levee.
Leask, Arthur.....	Lake & Leask,	Commission..6 Sherman st., Chicago.	
Ledwidge, John J.....	D. P. Byrne & Co.,	Commission.....	318 Cham. Com.
Lee, W. H.....	Merchants'-Laclede Nat'l	Bk., Pres.....	Fourth and Olive sts.
Lee, Wm. H.....	W. H. Lee & Co.,	Wholesale Liquors...	311 N. Second st.
Leftwich, W. M.....	.....	.....	.....
Lehman, S. M.....	Lehman Bros.,	Commission.....	16 William st., N. Y.
Lelong, A. A.....	Citizens' Bank,	Cashier.....	New Orleans.
Lemcke, L.....	L. Lemcke & Co.,	Commission.....	322 Pine st.
Lemp, Wm. J.....	W. J. Lemp Brewing Co.,	Pres't .....	Thirteenth and Cherokee.
Lemp, Louis F.....	W. J. Lemp Brewing Co.,	Supt .....	Thirteenth and Cherokee.
Lemp, Wm. J., Jr.....	W. J. Lemp Brewing Co.,	V-Pres't...Thirteenth and Cherokee.	
Lemp, Carl A.....	W. J. Lemp Brewing Co.,	Treas .....	Thirteenth and Cherokee.
Leonhardt, R. H.....	Saxony Mills,	Flour.....	312 Lombard st.
Lepp, Henry .....	.....	Flour Mill.....	DeSoto, Mo.
Levy, Falk.....	.....	Mdse. Broker.....	709 Lucas ave.
Lewis, Arnold C.....	Kehlor Bros.,	Millers... 401 Chamber of Commerce.	
Lewis, George H.....	Lawrenceburg Roller	Mills Co.....	Lawrenceburg, Ind.
Lewis, Turner T.....	.....	.....805 Wainwright Building.	
Lewis, J. R.....	J. R. Lewis,	Broker.....	33 Gay Bldg.
Liermann, John C.....	.....	Feed.....	3228 S. Thirteenth st.
Lightholder, W. P.....	Philibert & Lightholder,	Real Estate.....	17 N. Eighth st.
Lichtner, Frank .....	.....	.....	1408 Union boulevard.
Lindman, Oscar F.....	.....	Grain Com.....	53 B. of T., Chicago.
Lindsay, John W.....	B. & O. S.-W. R. R.	.....	Sixth and Olive sts.
Lindsay, W. C.....	L., H. & St. L. Ry.,	Gen'l Agent .....	206 N. Broadway.
Lippelt, Lewis A. J.....	.....	Real Est. & Loans .....	824 Chestnut st.
Lippelt, G. H.....	G. H. Lippelt & Co.	Dry Goods.....	803 Washington ave.
Liquin, K. K.....	Clinton Grain Co.	.....	Clinton, Iowa.
Lisman, Anthony A.....	A. A. Lisman,	Bonds.....	25 Broad st., New York.

Name.	Firm.	Business.	Location.
Litchfield, Parker H.	The Modern Miller Co.		57 Gay Bldg.
Little, Wm. C.	W. C. Little & Bro. Inv. Co.		213 N. Fourth st.
Little, H. J.	W. C. Little & Bro. Inv. Co.		213 N. Fourth st.
Lockwood, James Y.	Interstate Car Transfer Co.		818 Security Bldg.
Loeb, C. M.	American Metal Co., Limited,		904 Security Building.
Loewen, David	Loewen Broom Corn & I. Co.		514 N. Main st.
Logan, Theron	Logan & Bryan,	Commission	Chicago, Ill.
Logeman, C. A.	F. H. Logeman Chair Co.		2000 N. Main st.
Lohmann, Wm. H.		Hay and Grain	614 Ann ave.
Lonergan, T. J.	T. J. Lonergan & Co.		507 Chamber of Commerce.
Lord, John K., Jr.	R. G. Dun & Co.		314 Pine st.
Lorenz, Henry		Farmer	Lithium, Mo.
Lothman, Wm.	Hafner-Lothman Mfg. Co.		Dook and Main st.
Louderman, John H.			510 Pine st.
Louderman, Jno. H., Jr.			510 Pine st.
Louderman, Henry B.			510 Pine st.
Louderman, H. B., Jr.	Swift & Co.,	Packers	Nat'l. Stock Yards, Ill.
Love, John E.	Love & Sons,	Real Estate	802 Chestnut st.
Love, Sidney C.	Sidney C. Love & Co.,	Grain, etc.	207 Cham. Com.
Lucas, James R.	J. R. Lucas & Co.,		45 Gay Building.
Lucas, John B. C.	Miller & Fairbault,	Real Estate	709 Chestnut st.
Ludington, Elliot K.	H. & L. Chase Bag Co.		18 N. Main st.
Ludington, F. H.	H. & L. Chase Bag Co.,		18 N. Main st.
Luehrmann, Aug. F. W.	Luehrmann Bros.	Hay & Grain Co, Com.	2300 N. 2nd st.
Lueking, A. C.		Drayman	8th and Washington ave.
Lueking, H. A.			1404 Mullanphy st.
Lumaghi, Joseph D.	Lumaghi Coal Co.		411 Olive st.
Lungstras, Eugene	Lungstras Dyeing & Cleaning Co.		1300 Park ave.
Lusk, Isaac P.	Diamond Joe Line,	Steamboat Agt.	Foot of Wash'n ave.
Luth, Fred L.			2247 Jules st.
Lyle, Hugh Ranken	Miss. Val. Trust Co.,		Fourth and Pine sts.

Mack, Henry W.	Connor Bros. & Co.,	Commission	46 Gay Building.
Mackey, John	W. B. Harrison Grain Co.		52 Gay Bldg.
Macy, E. F.	Star Egg & Cold Storage Co.,	Sec'y and Treas.	509 N. Main st.
Maffitt, Wm. C.			519 Security Building.
Maginn, James P.		Lawyer	421 Olive st.
Maguire Chas. J.	Maguire Coal Co.,		210 Mermod & Jaccard Bldg.
Maguire, Louis T.	Oriel Glass Co.		105 N. Eighth st.
Mallinckrodt, Edw.	Mallinckrodt Chem.	Wks., Mfg. Chem.	Mallinckrodt & 2d.
Mann, T. L.	H. Griesedieck & Co.,	Malsters	1134 S. Twelfth st.
Manewal, Aug.		Deceased	
Marbes, C.	Eau Claire-St. Louis	Lumb. Co	2505 S. Broadway.
Markham, G. D.	W. H. Markham & Son,	Insurance	906 Century Bldg.
Markle, C. N.	Markle Lead Works,		720 Rialto Building.
Marks, David A.	Stobie Cereal Mills,	Macaroni & Verm.	711 N. Second st.
Marks, John J.	Stobie Cereal Mills,		711 N. Second st.
Marquis, P. S.	S. E. Barrett Mfg. Co.,	Gravel Roofing	109 N. Ninth st.
Marshall, Ben F.	Ben F. Marshall & Co.,	Grain	Blodgett, Mo.
Marshall, F. E.	Nat'l Bank of Commerce,		Broadway and Olive st.
Marshall, J. D.	J. D. Marshall Livery Co.		1028 N. Vandeventer ave.
Marshall, S. T.	G. L. Graham & Co.,	Grain	301 Cham. Com.
Marshall, W. J.	Connery Com. Co.		413 Cham. Com.
Martin, C. T.	W. C. Lamping Grain Co.		212 Cham. of Commerce.
Martin, M., Jr.	Jos. Glaser & Son,		817 Olive st.
Martin, Thos. King	W. L. Green Com. Co.		62 Laclede Building.
Mason, Geo. M.	Traders Despatch,		505 Houser Bldg.
Mason, Isaac M.			507 Commercial Bldg.
Massengale, John E.	St. Louis & Tenn. Riv. Pack. Co.,	Sec.	Foot of Pine st.
Massman, Geo. F.	Carondelet Milling Co.		7020 S. Broadway.
Matthews, Geo. T.	Geo. T. Matthews & Co.,	Oils, etc.	806 N. Fourth st.

Name.	Firm.	Business.	Location.
Maune, Aug.		Real Estate.	2502 Hebert st.
Maune, Leonard.		Confectioner.	927 N. Sarah st.
Maxon, John H.			4386 Westminster pl.
Mayer, Fred.	Mayer F. & J. Co.,	Fertilizers.	1020 N. Twelfth st.
Maynard, J. F.	Ice Machines,		320 S. Third st.
Meek, A. J.	A. J. Meek Milling Co.,	Millers.	Marissa, Ill.
Meek, William E.	A. J. Meek Milling Co.		Marissa, Ill.
Megginson, L. M.	Red Line,	Agent.	Fourth and Chestnut sts.
Meier, Theo. G.	Heine Safety Boiler Co.,		707 Commonwealth Trust Bldg.
Meier, Louis J.	Brockmeier & Co.,	Commission.	118 S. Main st.
Mephram, Geo. S.	G. S. Mephram & Klein,	Colors, etc.	Levee and Sidney sts.
Mephram, Hampden D., Jr		Exporter.	519 Lincoln Trust Bldg.
Merrell, H. S.	J. S. Merrell Drug Co.		Fourth and Market sts.
Merriam, Nathan.	Haines & Merriam,	Grain.	Omaha, Neb.
Mertz, Jacob W.			1025 N. Third st.
Messerly, S. A.		Live Stock.	Union Stock Yards.
Messmore, John L.	Ballard, Messmore &	Co., Commission.	520 Cham. of Com.
Meyer, Adolph A.	Meyer Supply Co.,	Brewers' Supplies.	22 S. Main st.
Meyer, Edwin J.	Wash'n Mut. Fire	Ins. Co.	421 Olive st.
Meyer, Ferd P.	John F. Meyer & Sons,	Miller.	174 Laclede Building.
Meyer, George F.	St. Louis Cooperage Co.,		Main and Arsenal sts.
Meyer, John P.	John P. Meyer & Co.,	Brokers.	411 Olive st.
Meyer, Herman J.	Jno. F. Meyer & Son,	Flour.	Springfield, Mo.
Meyer, C. H.	C. H. Meyer & Co.,	Hay and Grain.	1109 Cass ave.
Meyer, Theo. F.	Meyer Bros. Drug Co.,	Druggists.	Fourth st. & Clark ave.
Meyer, F. Heinrich.	Brinckmeyer-Meyer	Hay & Grain Co.	1109 N. Broadway.
Meyer, John F.	John F. Meyer & Son,	Millers.	174 Laclede Building.
Meyer, Peter H.	Peter H. Meyer & Son,	Feed.	1308 N. Ninth st.
Meyer, Chas. W.	St. Louis Brewing	Ass'n.	1724 Lafayette ave.
Meyer, Wm. A.	Jno. P. Meyer & Co.,	Brokers.	411 Olive st.
Michael, Martin.	Michael Transportation Co.,	Transportation.	2451 Kosciusko st.
Michaelis, Ernst.		Stocks and Bonds	304 N. Fourth st.
Midlam, W. T.	Empire Line,		Fourth and Chestnut sts.
Miller, Aug.	Miller Grain & Elevator Co.,		83 Gay Bldg.
Miller, D. C.			4541 Maryland ave.
Miller, W. A.	W. A. Miller & Co.,	Feed.	1417 N. Broadway
Milleson, C. D.	C. D. Milleson & Co.,	Hay and Grain.	East St. Louis, Ills.
Milliken, B. H.			322 Pine st.
Milliken, John T.	John T. Milliken & Co.,	Mfg. Chemists.	948 Chouteau ave.
Miner, F. J.	Cella Com. Co.,	Broker.	Fourth and Pine st.
Minor, Wm. H.	Burlington Elevator,		64 Laclede Bldg.
Mitchell, W. R.		Broker.	118 N. Fourth st.
Mittler, John G.	John Wahl Com. Co.,	Commission.	Main and Market sts.
Moerschel, Jacob.	Spring Brewing Co.		Sarah st. and Wabash tracks.
Moffett, L. A.	Moffett & Francisus,	Real Estate.	703 Chestnut st.
Moffitt, Charles S.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Moffitt, N. L.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Mohlenbrock, Malto.	Mohlenbrock Milling	Co.	Campbell Hill, Ill.
Mouteith, Geo. F.			
Moore, Milton J.	Cory-Lauterman	Asphalt Co.	206 Walnut st.
Moore, S. D.		Stock.	Fidelity, Ill.
Morehouse, K. C.	Floyd J. Campbell Co.		Board of Trade, Omaha
Morgan, Geo. H.	Merchants' Exchange,	Secretary.	Merchants' Exchange.
Morgan, Arthur R.		Broker.	400 Cham. Com.
Morrison, Chas.		Attorney.	Waterloo, Ill.
Morrison, Thomas.	Morrison Tent & Awning Co.		115 Olive st.
Morrison, Robt. W.	R. W. Morrison Const. Co.,	Builders.	113 N. Eighth st.
Morrison, Fred.	Morrison Bros.,	Live Stock, etc.	Ramsey, Ills.
Morrissey, John F.	J. B. Buss Mills,		3325 Franklin ave.
Morse, Samuel S.	Morse Bros.,	Commission.	400 N. Second st.
Morton, Claude A.	Morton & Co.,	Commission.	509 Cham. of Com.
Morton, T. B.	Morton & Co.,	Commission.	509 Cham. of Com.
Moser, Leo.	Moser Hotel,	Hotel.	809 Pine st.
Mudge, Geo.	D. R. Francis & Bro. Com. Co.		214 N. Fourth st.
Mueller, A.	Buschman-Mueller Com. Co.		119 Cham. Com.



## MEMBERS OF THE

Name	Firm.	Business.	Location.
.....	.....	Deceased	.....
.....	.....	.....	6647 S. Seventh st.
.....	Wm. G. Mueller	Produce Co.	2nd & Washington ave.
.....	.....	Teamster	19 N. Main st.
.....	.....	Builder	8216 St. Louis ave.
.....	W. Mulford & Co.,	Brokers	311 Pine st.
.....	Laugenberg Bros. &	Co., Commission	417 Cham. of Com.
.....	Jno. Mullally Com. Co.	.....	405 Chamber of Commerce.
.....	Jno. Mullally Com. Co.	.....	405 Chamber of Commerce.
.....	Ballard, Messmore &	Co., Commission	520 Cham. of Com.
.....	.....	.....	33 Gay Bldg.
.....	Munday-Settlemire Co.,	Grain	Litchfield, Ill.
.....	The N. K. Fairbanks Co.	.....	Third and Convent sta.
.....	H. & L. Chase Bag Co.	.....	18 N. Main st.
.....	S. H. Woodbury & Co.,	Grain, etc.	240 LaSalle st., Chicago.
.....	.....	Pork Packer	2315 Morgan st.
.....	P. C. Murphy Trunk Co.,	Trunks	504 N. Third st.
.....	.....	Grain	Pinckneyville, Ill.
Murphy, J. L.	.....	.....	Metropolis, Ill.
Murrie, L. M.	Farmers Grain Co.	.....	100 S. Main st.
Myers, E. M.	Geo. Taylor Commission Co.	.....	Third and Chestnut sta.
Myerson, Samuel F.	.....	Printing	.....
Myerson, G. S.	St. Louis Dressed Beef Co.	.....	3911 Papin st.
Mynders, Arnold H.	Rogers Salt Co.	Salt	220 Pine st.

McAllister, R. S.	American Refrigerator Transit Co.	.....	Century Building.
McAllister, John	.....	.....	5694 Von Versen ave.
McBlair, Wm.	.....	Manfs. Agent	1005 Chemical Bldg.
McCarthy, H. T.	General Chem. Co.,	Chemicals	135 Adams st., Chicago
McCaull, J. L.	The McCaull-Webster	Grain Co.	Minneapolis, Minn.
McChesney, W. S., Jr.	Terminal R. R. Assn., V. P. and G. M.	.....	Union Station.
McClellan, C. W.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClelland, Frank M.	Andrews & McClelland,	Hay and Grain	4050 Easton ave.
McClellan, Frank P.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, J. S.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, Thos. G.	N. C. & St. L. Ry.	.....	Bank of Commerce Bldg.
McCluney, John H.	State Nat'l Bk. of St. L.,	2nd V.-P.	Fourth and Locust sta.
McClung, James	Vandalla Line,	Contracting Agt.	802 Century Bldg.
McClure, C. E.	Lake Shore F. F. Line,	Agent	414 Rialto Building.
McCormick, Wm. H.	Bemis Bros. Bag Co.	.....	601 S. Fourth st.
McCoy, J. C.	Mound City Coupe, Livery and M. Co.	.....	3420 Lindell ave.
McCoy, Wm. C.	St. Louis Victoria Flour Mills	.....	Main and Mound sta.
McCully, Wm.	.....	.....	.....
McDonald, B. P.	.....	Farmer	Fort Scott, Kan.
McGeary, Lewis I.	Billon-Crandall-McGeary B. and S. Co.	.....	421 Olive st.
McGehee, Jas. Stewart	W. L. Green Com. Co.	.....	62 LaCade Bldg.
McGrath, James F.	Cumberland Gap	Despatch, Agent	206 N. Broadway.
McGrew, Geo. S.	Geo. D. Barnard & Co.,	Blank Books	LaCade & Vandeventer.
McGroarty, Edw. J.	Brady & McGroarty,	Public Weighers	Second and Tyler.
McIntyre, Geo.	.....	Insurance, Agent	220 Mo. Trust Building.
McKeen, M. M.	M. M. McKeen & Co.,	Butter and Cheese	6 N. Second st.
McLain, J. T.	McLain-Alcorn Com. Co.	.....	701 N. Third st.
McLure, C. D.	.....	Capitalist	608 Security Bldg.
McMahan, J. H.	J. H. McMahan & Co.,	Brokers	201 N. Second st.
McManama, M. G.	.....	.....	.....
McMorrow, P. J.	A. Geisel Mfg. Co.	.....	219 S. Second st.
McNair, L. G.	McNair, Harris & Jones,	.....	Eighth and Locust sta.
McNeiley, J. A.	J. A. McNeiley & Son,	Live Stock	Union Stock Yards.
McPheeters, T. S.	McPheeters' Wareh. Co.	.....	1104 N. Levee.
McReynolds, Geo. S.	McReynolds & Co.,	Grain	Security Building.
McSorley, B. J.	.....	Broker	215 Chamber of Commerce.

Name.	Firm.	Business.	Location.
Nagel, Charles.....	Finkelburg, Nagel &	Kirby, Lawyer.....	Security Bldg.
Nagle, Richard.....		Teamster.....	205 Pine st.
Nanson, Joseph S.....	Nanson Commission	Co.....	202 Chamber of Commerce.
Napier, Robert C.....	Hubbard & Moffitt,	Commission.....	322 Pine st.
Nasse, August.....		Wholesale Grocer....	209 N. Second st.
Neale, Charles T....	Edward Elsworth & Co.	.....	The H. O. Co., Buffalo, N. Y.
Nedderhut, A.....			8008 Lafayette ave.
Nedderhut, C. Otto.....			8008 Lafayette ave.
Neilson, H. W.....	Campbell Paint & Glass	Co.....	Main and Gratiot sts.
Nelson, J. M., Jr.....	L. C. Nelson &	J. M. Nelson, Jr..	Equitable Building.
Nelson, L. C.....	L. C. Nelson &	J. M. Nelson, Jr.....	Equitable Bldg.
Nesmith, F. H.....	Southern Ry.,	Soliciting Agent...	4th and Chestnut.
Neuhoff, Hector.....		Lawyer.....	52 Laclede Bldg.
Newell, James P.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Newell, Joseph T.....	Victoria Flour Mills,		Main and Mound sts.
Nichols, R. M.....		Lawyer.....	421 Olive st.
Nicholls, Chas. C....	Nicholls-Ritter Realty	Co.....	713 Chestnut st.
Nicholson, John.....	Washburn-Crosby Co.,	Flour.....	222 Granite Bldg.
Nickerson, John....	Nat'l Bk of Commerce,	2d V-Pres't....	Broadway and Olive.
Nicolaus, Henry..	Green Tree Brewery Co.,	Superintendent....	Ninth and Sidney.
Niedringhaus, Alex...	St. Louis Press Brick	Co.....	Equitable Bldg.
Niedringhaus, Thos. K.	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, F. G....	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Wm. F..	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Geo. W..	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niemann, G. A.....	Kohl & Niemann,	Grocer.....	Venice, Ill.
Niemeyer, Chas. L....	Schultz & Niemeyer,	Commission..	Levee and Madison sts.
Niese, Julius.....	Niese Grocer Co.,	Grocer.....	27 S. Main st.
Nobbe, Chas. H.....	Nobbe Bros.,	Grain.....	Farmersville, Ill.
Nobbe, Fred.....	Geo. Henseler Oil Co.		8 S. Main st.
Noble, John W.....	Noble & Shields,	Lawyer.....	614 Rialto Building.
Noel, Henry G..	Noel-Young Bond & Stock	Co., Bankers.....	304 N. Fourth st.
Noel, Henry M..	Noel-Young Bond & Stock	Co., Banker.....	304 N. Fourth st.
Nolan, W. T.....	C. P. Burr & Co.,	Commission.....	824 Rialto Building.
Nolker, W. F.....	Brinkworth & Nolker	Brew. Co.....	1714 Cass ave.
Northrop, Reid.....	Am. Ref. Trans. Co.,	President.....	Century Bldg.
Northrop, Sanford....	Am. Ref. Trans. Co.,		Century Building.
Norton, J. Henry.....	Norton & Switzer,	Grain.....	3 Bd. of Trade, Chicago.
Noyes, Wm. A.....		Insurance.....	954 Century Bldg.
Nurre, Frank.....	F. Nurre & Bro.,	Feed.....	1515 Market st.

Obert, Louis.....	Louis Obert Brewery,	Brewers.....	Twelfth and Lynch sts.
Obert, Louis, Jr.....	Louis Obert Brewery,	Brewers.....	Twelfth and Lynch sts.
O'Brien, John.....	John O'Brien Boiler	Works Co....	11th and Mullanphy sts.
Ocker, Henry W.....		Insurance.....	Chemical Bldg.
O'Connor, P. J. J.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
O'Connor, P. J. J., Jr.....			
O'Donnell, Hugh....	Napoleon Hill Cotton	Co.,... ..	116 S. Main st.
O'Donnell, John....	Jno. O'Donnell & Bro.,	Contractors.....	1912 Carr st.
O'Donnell, Patr'k....	Jno. O'Donnell & Bro.,	Contractors.....	5015 Raymond.
Oehler, Emil.. Ill.	Hydraul. Press Brick Co.,	Gen. Mgr.....	Mo. Trust Building.
Oetgen, Fred....	E. O. Stanard Milling Co.,	Teamster.....	Main and Dickson sts.
Oetgen, George H.....	Broadway Hay &	Grain Co.....	2204 N. Broadway.
O'Reilly, Robert J.....		Physician..	602 N. 17th st.
O'Reilly, Andrew J.....	Supervisor City	Lighting.....	City Hall.
O'Rourke, Jno. J..	John Mullally Com. Co.		405 Cham. of Com.
Orr, Ed. S.....			324 Rialto Bldg.
Orthwein, W. J.....	C. F. Orthwein's Sons,	Commission.....	107 N. Third st.
Orthwein, Chas. C....	C. F. Orthwein's Sons,	Commission.....	107 N. Third st.

Name.	Firm.	Business.	Location.
Orthwein, Ralph H.....	Sempire Clock Co.,	.....	1308 N. Sixteenth st.
Orthwein, W. D.....	W. D. Orthwein Grain Co.....	.....	303 Chamber of Commerce.
Orthwein, F. C.....	W. D. Orthwein Grain Co.....	.....	303 Chamber of Commerce.
Orthwein, Edgar T..	W. D. Orthwein Grain Co.....	.....	303 Chamber of Commerce.
Orthwein, Max R.....	Sempire Clock Co. ....	.....	1308 N. Sixteenth st.
Orthwein, W. E.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Orvis, Frank E.....	Orthwein Investment Co.....	.....	Security Bldg.
Orvis, Otto A.....	Bartlett Com. Co. ....	.....	505 Chamber of Commerce.
Ostermayer, Philip .....	General Store.....	.....	4419 Washington ave.
Ostermayer, Geo.....	.....	.....	8022 N. Broadway.
O'Toole, Wm.....	John Mullally Com. Co.,	.....	405 Chamber of Commerce.
Overall, John H.....	.....	Lawyer.....	122 Laclede Building.
Overstolz, Herman.....	.....	Foreign Banker ....	106 N. Broadway.
Owings, Zebulon P.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
Paddock, Gaius.....	Paddock-Hawley Iron Co..	.....	Tenth and Spruce sta.
Panhorst, J. C.....	.....	.....	Staunton, Ill.
Parker, Wm. F.....	.....	.....	.....
Parkhurst, W. A. S.....	The N. K. Fairbanks Co.....	.....	1114 S Third st.
Parrott, James D.....	.....	.....	409 Cham. Com.
Pasquier, A. G.....	A. G. Pasquier & Co.,	Insurance.....	949 Century Bldg.
Parsons, Charles.....	State Nat'l Bk. of St. L.,	President.....	Fourth and Locust sts.
Paschedag, William .....	.....	Deceased .....	.....
Paule, Edwin J...D. Paule Mercantile Co.,	.....	.....	7700 Ivory ave.
Paule, Herman .....	.....	Feed.....	117 Blow st.
Pechmann, Julius .....	Pechmann Bros.,	Confectioners.....	4291 Olive st.
Peck, Charles L.....	N. Y. Life Ins. Co. ....	.....	210 Rialto Bldg.
Peck, Edward P.....	Omaha Elevator Co. ....	.....	811 S. Thirteenth st., Omaha, Neb.
Peck, Stephen.....	Stephen Peck & Bro.,	.....	227 Lincoln Trust Bldg.
Peckham, O. H.....	O. H. Peckham Candy Mfg. Co.....	.....	Seventh and Spruce sta.
Pendleton, R. J.....	McReynolds & Co.,	Elevator.....	820 Security Bldg.
Penningroth, Henry G.....	South St. Louis Nursery.....	.....	4125 Prairie ave.
Penny, Joseph L.....	Terminal R. R. Assn..	Com'l Agent.....	120 Rialto Bldg.
Peper, Christian .....	.....	Tobacco.....	727 N. Main st.
Perrin, John D.....	Fyffe Bros. & Co.,	Grain.....	58 Gay Building.
Peters, F. W.....	Peters Dry Goods Co.,	.....	2604 N. Fourteenth st.
Petersen, Julius.....	Jul. Peterson Com. Co. ....	.....	709 Carroll st.
Petri, T, F.....	Thos. Akin, Com.....	.....	203 Chamber of Commerce.
Petri, Arthur C .....	.....	.....	211 Chamber of Commerce.
Petring, Geo. H..Henry Petring Groc. Co.,	.....	Wholesale Grocers .....	721 Spruce st.
Pettit, James.....	Peavey Grain Co. ....	.....	Board of Trade, Chicago.
Peugnet, Ernest....	Peugnet & Hemenway,	Insurance Agent...902 Century Bldg.	.....
Pfeffer, E. S.....	Pfeffer Milling Co. ....	.....	Lebanon, Ill.
Phelps, H. W....K. C., St. L. & C. R. R. Co.	.....	.....	310 Commercial Bldg.
Phillips, R. F.....	R. F. Phillips & Co.,	Cotton Brokers.....	105 Walnut st.
Phinney, H. R.....	.....	Deceased .....	.....
Picher, O. H.....	Picher Lead Co.,	.....	Joplin, Mo.
Picher, W. H.....	Picher Lead Co.,	.....	Joplin, Mo.
Picker, Erich .....	Picker & Beardsley,	Commission.....	118 N. Main st.
Pickel, W.....	Pickel Marble & Granite Co.,	.....	1901 N. Broadway.
Pierce, Henry B.....	A. D. Pierce's Sons,	Grain.....	Golconda, Ill.
Pierce, H. C.....	Waters Pierce Oil Co.,	Oils .....	Vandeventer place.
Pierce, Wm. B....	Alton Roller Milling Co.,	.....	Alton, Ill.
Pindell, Wm. H.....	Pindell Bros. & Co.,	Millers.....	Hannibal, Mo.
Pingree, Samuel S.....	F. C. Taylor & Co.,	Commission.....	204 N. Main st.
Pittman, Trabue....	Woodward & Tiernan	Ptg. Co., Solicitor....	309 N. Third st.
Plant, Alfred.....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.
Plant, F. S .....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.
Plant, George H....	Geo. P. Plant Mill. Co.,	President.....	502 Chamber of Com.
Plant, Samuel.....	Geo. P. Plant Mill Co.,	.....	502 Chamber of Commerce.
Platt, P. C.....	Platt & Thornburgh Paint Co.....	.....	Seventh and Franklin ave.

Name.	Firm.	Business.	Location.
Platt, Chas. R.	Platt & Thornburgh	Paint Co.	620 Franklin ave.
Poland, A. A.	Ontario Despatch.	Agent	102 N. Fourth st.
Pomeroy, E. A.			4210A Morgan st.
Pommer, Robert	D. I. Bushnell & Co.,		15 N. Second st.
Pope, Edmund O.	Jones-Pope Produce	Co.	917 N. Fourth st.
Pope, Wm. S.		Lawyer.	3625 Lindell ave.
Pope, John J.	Siemers & Chisholm,		800 Chamber of Commerce.
Pope, Chas.	Chas. Pope Glucose Co.,		Chicago, Ill.
Porteous, W. M.	Can. Pac. Despatch,	Agent.	125 Chamber of Commerce.
Porter, John C.	Hope Mining Co.,	President.	77 Laclède Building.
Post, Lewis W.	Blackmer & Post,	Sewer-Pipe Co.	Sixth & Locust sts.
Postel, Julius.	Postel Milling Co.,		Mascoutah, Ill.
Postel, George.	P. H. Postel Mill. Co.,		Mascoutah, Ill.
Potter, Henry S.			Rialto Bldg.
Powell, D. R.	Carroll & Powell Insurance	Agency Co.	115 N. Third st.
Powell, George F.	Connor Bros. & Co.,	Commission.	Gay Building.
Powell, Willis J.	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc.	325 N. 2nd st.
Powell, Willis J., Jr.			3108 Morgan st.
Powell, W. W.	Sherry-Bacon Grain Co.		213 Cham. Com.
Powers, Wm. F.	Geo. P. Plant Mill Co.,		Main st. and Chouteau ave.
Prante, C. F.	Prante & Meyer,	Hay and Grain.	214 Lesperence st.
Price, J. Boyle	St. Louis Transit Co.		3869 Park ave.
Price, Thos. E.	T. E. Price & Co.,	Commission.	111 N. Third st.
Price, Burtis		Commission	200 N. Third st.
Priesmeyer, W. H.		Salt.	1003 Carr st.
Pringle, Robert.	Pringle & Browning,	Commission.	4 Bd. of Trade, Chicago
Prough, Peter.	D. Prough & Son,	Feed.	Kirkwood, Mo.
Prunty Chas. E.		Grain and Grass Seed.	1 S. Main st.
Puff, Fred.	Brosseau & Co.,		111 N. Third st.
Putnam, Lyman W.	Terminal R. R.	Assn.	120 Rialto Building.

Quesnel, Chas. J.	Chris. Sharp Com. Co.,		202 N. Main st.
Quinlivan, Sol. J.	Sol. J. Quinlivan & Sons,	Grain and Produce.	4469 W. Belle Pl.
Quinlivan, Jno. R.	Sol J. Quinlivan & Son		800 S. Theresa ave.
Quinlivan, James F.	Jas. F. Quinlivan & Bro.,	Grain, etc.	800 S. Theresa ave.
Quinette, Oliver.	Sam'l Cupples	Woodenware Co.	7th & Spruce sts.

Rae, Wm. J.	Jno. E. Hall Com. Co.		418 Chamber of Commerce.
Ramsay, W. A.	Union Stock Yards,	Manager.	Foot of Breman ave.
Randall, B. F.		Cotton.	112 S. Main st.
Randall, Blanchard.	Gill & Fisher,	Grain.	Baltimore, Md.
Ranken, Robert.		Real Estate.	1516 Locust st.
Rassfeld, A.	A. Rassfeld & Co.,	Wholesale Liquors.	222 Market st.
Rassieur, Leo		Attorney.	406 Market st.
Rauh, Chas. H.	Rice, Stix & Co.,	Dry Goods.	10th st. & Washington av.
Rawlings, E. W.	Alzheimer & Rawlings,	Bonds and Stocks.	215 N. Fourth st.
Reardon, James A.			
Reardon, Jno. J.	Noonan Real Estate	Co	704 Chestnut st.
Reber, H. Linton.	Kinloch Telephone Co.,	Secretary.	Century Bldg.
Rebstock, Charles.	Chas. Rebstock & Co.,	Wholesale Liquors.	200 S. Main st.
Redemeyer, W. H. Jr.	Redemeyer &	Hollister Com. Co.	1107 N. Third st.
Regel, Charles	Regel Flour Co.		833 N. Third st.
Rehbein, Albert A.	H. A. Rehbein & Co.,	Commission.	105 N. Main st.
Reller, August F.	A. F. Reller & Son,	Groceries and Feed.	3533 N. Broadw'y
Reynolds, Alfred C.		Commission.	510 Houser Bldg.

Name.	Firm.	Business.	Location.
Reynolds, Walter H.	Bemis Bros. Bag Co.		601 S. Fourth st.
Rice, Thomas A.	Rice-Dwyer Real Est. Co.		322 Chestnut st.
Rice, E. P.	Andrews, Rice & Co.,	Real Estate	906 Chestnut st.
Richardson, Arthur P.	Richardson Com. Co.		53 Gay Building.
Richardson, R. D.	Richardson & Co.,	Grain	370 Bd. of Trade, Chicago.
Richeson, Thomas		Deceased	
Richmond, Manley G.	Shaw & Richmond	Produce Co.	829 N. Third st.
Ring, John		Provision Broker	106 Gay Building.
Ring, John, Jr.	John Ring,	Provisions	106 Gay Building.
Ring, Vincent P.	Christy Fire Clay Co.		Morganford rd. and Gravois ave.
Rippe, Charles	Chas. Rippe Tent & Duck Co.		19 S. Fourth st.
Robbins, James Monroe		Farmer	New Madrid, Mo.
Roberts, Geo. N.	Bemis Bros. Bag Co.		601 S. Fourth st.
Robertson, Wm. P.	Robertson Printing Co.		312 Vine st.
Robinson, Geo.	Marous Bernheimer Milling & Mero. Co.		208 N. Fourth st.
Robinson, Geo. R., Jr.	Robinson, Danforth & Co.,	Milling	8th and Gratiot sts.
Robyn, Paul	Roeslein & Robyn,	Insurance	801 Century Bldg.
Roeder, Fred'k J.	Miller Bros. & Co.,	Commission	982 N. Third st.
Roeder, Charles	Chas. Roeder & Co.,	Butter and Cheese	821 N. Third st.
Roederer, E. L.	C., C., C. & St. L. Ry.,	Gen'l Agent	Rialto Building.
Roederer, F. X.	Terminal R. R. Assn.,	Agent	Eleventh and Poplar sts.
Roemheld, Wm.			1131 Morrison ave.
Roennigke, Fred	Thyson Commission Co.		105 Chamber of Commerce.
Roever, John C.	Jno. C. Roever & Co.,	Feed	4101 Natural Bridge Road.
Rogers, Albert Jackson	Rogers Salt Co.		220 Pine st.
Rooke, Wm. A.	Logan & Bryan,	Broker	210 Chamber of Commerce.
Roos, Louis	Great Western Feed Co.		818 Manchester ave.
Roos, Sol.	American Metal Co., Limited.		904 Security Building.
Roper, John S.	Grafton Quarry Co.		415 Locust st.
Rose, Hugh C.	Rose & Parle,	Brokers	807 Pine st.
Rosenberg, G.			315 Olive st.
Ross, Jacob	Mound City Distilling Co.		2116 S. Second st.
Rotet, W. H.	Fulton Bag and Burlap Co.		612 S. Seventh st.
Rotty, E. J.	E. J. Rotty & Co.,	Feed	Seventh st. and Russell ave.
Rowe, B. J.	Illinois Central R. R.,	Commercial Agt.	808 N. Broadway.
Rowell, Clinton		Lawyer	814 Rialto Building.
Rubins, Charles Curtis	Rubins Bros.	Com.	Produce Ex., New York
Rump, Aug.	Merchants' Exchange	Flour Inspector	4 N. Second st.
Rump, Herman A.	P. P. Williams	Grain Co.	408 Cham. of Com.
Rumsey, Moses	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Runyan, Van L.	Fourth National Bank,	Asst. Cashier	222 N. Fourth st.
Ruprecht, Jos.	Ruprecht & Borgmeyer,	Exp. and Mess.	218 Morgan st.
Ruprecht, W.	W. & F. Ruprecht,	Gen'l Contractors	6731 S. Broadway
Ruxton, Robert	Ruxton & Co.,	Grain	Miami, Mo.
Ryan, M. J.	Mining Securities Co.,	Pres. and Treas.	Commercial Bldg.
Ryan, John F.			413 Cham. of Com.
Ryan, Frank K.		Lawyer	506 Olive st.
Ryan, Wm. H.	Gallaher, Limited,	Leaf Tobacco	Henderson, Ky.
Ryan, Wm. F.			111 Chamber of Commerce.
Rycroft, Herbert E.	Bartlett, Frazier & Co.,	Grain	128 Jackson blv., Chicago

Saeger, Wm.		Feed Store	2919 N. Broadway.
Sale, S. B.	Sale Commission Co.		2610 Park ave.
Sampson, C. H.	Nonotuck Silk Co.		Tenth and St. Charles sts.
Samuel, Aderton	W. D. Orthwein Grain Co.		302 Cham. of Com.
Samuel, Web. M.	United Elev. & Grain Co.,	Supt.	516 Cham. of Com.
Samuel, Ed. M.	Adams & Samuel,	Com.	100 Rialto Bldg., Chicago.
Samuel, Wm. P.		Ass't City Treasurer	City Hall.
Sander, Enno	Enno Sander Mineral Water Co.		125 S. Eleventh st.
Sander, Albert E.		Grocer and Feed	3772 S. Broadway.



Name.	Firm.	Business.	Location.
Sands, James T.			510 Pine st.
Sanford, J. W.	Milmaine, Bodman & Co.		Chamber of Commerce.
Sartorius, Peter	Sartorius Prov. Co.,		2784 Arsenal st.
Sauer, Nicholas	Sauer Milling Co.		Evansville, Ill.
Sauer, Philip E	Sauer Milling Co.		Evansville, Ill.
Saunders, Parker		Broker	Gay Building.
Sayers, Geo. N.		Provisions	116 N. Fourth st.
Sayers, Henry	Henry Sayers & Co.,		412 Cham. Com.
Saylor, H. N.	H. N. Saylor Cooperage Co.,	Staves and Heading	107 S. 16th st.
Schaeffer, Geo.	Schaeffer Bros. & Powell,	Soap and Candles	325 N. Second st.
Schaeffer, Jacob	Schaeffer Bros. & Powell,	Soap and Candles	325 N. Second st.
Scharff, Adolph	L. & A. Scharff,	Liquors	20 S. Main st.
Scharff, Edward E.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, L.	L. & A. Scharff,	Liquor	20 S. Main st.
Scharff, M.	Bernet, Craft & Kauffman	Milling Co.	511 Cham. Com.
Scharff, Nicholas	Nicholas Scharff &	Sons Grocer Co	704 N. Second st.
Scharff, Sidney N.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharringhausen, W. C.	Fred. Diekmann	Feed Co., Feed	2313 S. Broadway.
Schawacker, C.		Livery	414 S. Third st.
Scheitlin, Chas.	Scheitlin & Hoffman,		820 N. Third st.
Schenkel, Henry	John G. Haas Soap Co.,	Soap Manufactory,	5020 Benedict ave.
Schlaflly, F.	Aviston Milling Co.		Aviston, Ills.
Schlueter, Fritz		Teamster	816 Montgomery st.
Schmidt, O. M.			
Schmidt, E. H.			1211 Morrison ave.
Schmitt, Henry	Hope Mut. Ins. Co.,	Secretary	Granite Bldg.
Schmith, Albert L.	Kehlor Milling Co.		Kansas City, Mo.
Schnell, J. R.			Harrisonville, Mo.
Schoen, Isaac A.			214 N. Main st.
Schoenhard, Louis P.	Charter Oak Stove	& Range Co.,	1440 N. Main st.
Schoening, Edw. F.	Columbia Star Milling	Co.	Columbia, Ill.
Schollmeyer, Christian	Hassendeubel Bro.,	& Co., Commission	2nd & Chestnut.
Schopp, Jacob	Jacob Schopp & Bro.,	Produce Co.	721 N. Third st.
Schopp, Conrad	Conrad Schopp Fruit Co.		Third and Wash st.
Schoppe, Henry C.	H. C. Schoppe & Son,	Commission	118 Vine st.
Schorr, Jacob B.	C. G. Stifel Brew. Co.,		1911 N. Fourteenth st.
Schreiner, Francis L.	Schreiner-Flack	Grain Co.	116 N. Fourth st.
Schreiner, Jacob	Schreiner-Flack Grain	Co., Commission	116 N. Fourth st.
Schroth, Peter A.		Insurance	944 Century Bldg.
Schuetz, John G.		Wine Grower	Stratmann, Mo.
Schuelte, Henry E.	G. J. Schuelte & Co.,	Commission	507 Cham. of Com.
Schuelte, John J.	Geo. J. Schuelte & Co.,	Commission	507 Cham. of Com.
Schultz, Henry	Schultz & Niemeyer,	Commission	Levee and Madison sts.
Schultz, Chas. O.	C. F. Orthwein's Sons,	Commission	107 N. Third st.
Schulz, John, Jr.	Schulz Bros.,	Feed	Webster Groves, Mo.
Schulz, Otto J.	Zelle Bros. P. & C. Co.,		702 N. Third st.
Schurmann, Henry	Hanover-Star	Milling Co	Germantown, Ill.
Schwaebe, E. F. W.	W. J. Lemp Brewing	Co.	3401 S. Thirteenth st.
Schweickardt, Chas.		Caterer	Forest Park.
Schwidde Henry		Feed	2515 N. Fourteenth st.
Scott, Robt. E.		Broker	322 Pine st.
Scott, W. S.	Mo. and Ill. Coal Co.		805 Mermod-Jaccard Bldg.
Scotten, Samuel C.	J. F. Harris & Co.,	Commission	Bd. of Trade, Chicago
Scruggs, C. O.			506 Mo. Trust Building.
Scruggs, R. M.	Scruggs, Vandervoort &	Barney D. G. Co.	Broadway & Locust.
Scudder, Charles	Scudder-Leesburg Shoe	Co.	4333 Warne ave.
Scudder, John A.			604 Security Building.
Scullin, John	Wiggins Ferry Co.,	President	915 Security Building.
Sears, W. H.	Nathan Cole Inv. Co.,	Sec'y	722 Mermod & Jaccard Bldg.
Sears, Gilbert	Advance Elevator,	Superintendent	400 Cham. of Com.
Seaver, James E.	Midland Elevator Co.		Kansas City, Mo.
Sebastian, Henry W.	Miss. Val. Elev. &	Grain Co.	Madison st. and Levee.
Seele, F. W.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Sehlinger, Anton	Sehlinger Grain Co.,		Belleville, Ill.
Sellner, A. C.	Steinwender & Sellner,	Liquors	117 S. Broadway.

Name.	Firm.	Business.	Location.
Senter, Charles Parsons.....	Senter Com. Co.....		25 S. Third st.
Senter, John A.....	Senter Commission Co.,		Third and Walnut sts.
Sessinghaus, T. W....	Western Refrigerator	Transit Co.....	453 Century Bldg.
Sessinghaus, Wm.....			2924 St. Vincent ave.
Sexton, Henry D....	Southern Illinois Nat'l	Bank, President...	East St. Louis, Illa.
Seybt, Charles H....	Highland Milling Co.,		102 Laclede Bldg.
Shapleigh, A. L....	Norvell-Shapleigh Hardware Co.....		4th & Washington ave.
Sharp, James.....		Provision.....	411 Fullerton Bldg.
Shea, Thos. F.....	Plant System		206 Houser Bldg.
Shedd, O. C.....		Deceased.....	
Sheehan, Robt. D.....	Rombotis-Sheehan	Tailoring Co.....	1418 Olive st.
Sherry, Josiah E..	Sherry-Bacon Grain Co.		218 Cham. of Com.
Shields, George H.....	Noble & Shields,	Lawyer.....	Rialto Building.
Shirmer, Philip F.....			1107 Tyler st.
Shotwell, E. O.....			
Sickel, John T....	Sickel Bros., S. S. & Ins.	Agents...234 LaSalle st., Chicago, Ill.	
Siegel, Emil.....	Belleville Dist. Co.,	Distiller.....	Belleville, Ill.
Siemers, Geo. F.....	Siemers & Chisholm,	Commission.....	800 Cham. of Com.
Sieving, Fred A.....	L. Lemcke & Co.,	Commission.....	322 Pine st.
Sieving, C. H.....			3611 Ohio ave.
Simon, Chas. G....	Great Western Feed Co.		818 Manchester ave
Simmons, F. C....	Simmons Hardware Co.,		Ninth and Spruce sts.
Simmons, Wayne G.....			San Diego, Cal.
Simpkins, Allan T.....	Renault Lead Co.		423 Roe Bldg.
Simpson, J. C.....	Consolidated Coal Co.,	President.....	Laclede Building.
Sinclair, Ed. W.....		Broker.....	108 1/4 N. Eighth st.
Singer, Richard.....	Kohn & Co.,	Brokers.....	Security Building.
Skidmore, T. J.....	Erie Despatch,	Agt.....	Laclede Bldg.
Skrainka, Fred.....	Skrainka Con. Co.,	Contractors....	806 Security Building.
Slack, B. L.....	Brinson-Judd Grain Co.,	Treasurer.....	206 Cham. Com.
Slade, Chas.....		Real Estate.....	Brunswick, Mo.
Slaughter, John B.....		Insurance.....	Century Bldg.
Sloan, William P.....	Hamilton Bank,		McLeansboro, Ills.
Smith, A. J.....		Bookkeeper.....	411 Cham. Com.
Smith, Chas. Hamlin....	Ry. Mail Service,		4544 Morgan st.
Smith, S. Jenks.....		Broker.....	Chamber of Com.
Smith, Alex. H.....			411 Chamber of Com.
Smith, John Van.....	Merchants' Dispatch	Trans. Co., Agent .....	Laclede Bldg.
Smith, Frederick P....	F. P. Smith Com. Co.	.... Board of Trade, Kansas City, Mo.	
Smith, F. W.....	F. W. Smith Grain Co.,		411 Cham. of Com.
Smith, Geo.....		Deceased.....	
Smith, J. Allen.....	J. Allen Smith & Co.,	Millers.....	Knoxville, Tenn
Smith, J. V.....	Smith, Vincent & Co.,	Commission.....	72 Gay Bldg.
Smith, Wm. J....	Geo. P. Plant Milling Co.,	Millers....	502 Chamber of Commerce.
Smith, Daniel E.....	D. E. Smith & Co.,	Commission.....	114 N. Fourth st.
Smith, Chas. H.....	St. L. & N. A. R. R. Co.		421 Olive st.
Smith, Breedlove.....	The Benton		9th and Pine.
Smith, C. B.....	R. G. Dun & Co.,	Mercantile Agency....	Cham. of Com.
Smith, James A. Jr.....		Coal & Feed....	Grand & Easton ares.
Smith, E. B.....		Line.....	202 Railway Exchange.
Smith, Eug. F....	Sulphogan Chemical Co.		Eighteenth and Olive sts.
Smith, C. W.....	Smith, Vincent & Co.,	Commission.....	72 Gay Building.
Smith, Robt. E.....	D. E. Smith & Co.,	Commission.....	114 N. Fourth st.
Smith, Wm. E.....	Plant Seed Co.		814 N. Fourth st.
Smithers, John A.....	Smithers & Co.,	Undertakers.....	1415 Olive st.
Smithers, M. L.....	Smithers & White,	Hay and Grain.....	3015 Olive st.
Snow, Lewis E.....	Delafield & Snow,	Insurance.....	850 Century Bldg.
Snow, Robt. B.....		Real Estate.....	807 Chestnut st.
Snow, W. E.....	The N. K. Fairbank Co.,		Third and Convent sts.
Snover, W. A.....	W. A. Snover Com. Co.,		600 Roe Building.
Sparks, H. J.....	Gus V. Brecht B. S. Co.,		Twelfth st. and Cass ave.
Sparks, Hosea B.....	Sparks Milling Co.		Alton, Ill
Sparks, Charles F.....	Sparks Milling Co.		Alton, Ill.
Sparks, Chas.....	Simmons Hardware Co.,		Broadway and St. Charles st.
Speckart, Charles.....			

Name.	Firm.	Business.	Location.
Spelbrink, Louis.....		Livery Stable.....	1321 Franklin ave.
Spencer, Corwin H.....			203 Cham. of Com.
Spencer, Harlow B.....			203 Cham. of Com.
Spieler, George.....		Malster.....	1542 S. Seventh st.
Sprague, R. C.....			500 N. Commercial st.
Stahl, F.....		Teamster.....	2414 Menard st.
Stanard, E. O.....	E. O. Stanard Milling Co.,	President.....	420 Cham. of Com.
Stanard, W. K.....	E. O. Stanard Milling Co.,	Vice-President....	420 Cham. of Com.
Stanley, Henry.....		Mill Furnishings Co.....	919 N. 2nd st.
Stanton, Chas. W.....	Alabama Corn Mills,		Mobile, Ala.
Starr, E. E.....	Fairbanks, Morse & Co.,	Scales, etc.....	Eighth and Clark ave.
Stebbins, L. W.....			
Steele, Joseph W.....	Jos. W. Steele & Co.,	Printers.....	18 N. Third st.
Stegall, J. N.....	Allen West Com. Co.,	Commission.....	104 S. Main st.
Steigers, D. H.....	St. Louis Hide and	Tallow Co.....	5145 N. Second st.
Steinmesch, Henry.....	Wabash R. R.		Lincoln Trust Building.
Steinwender, Herman A....	Steinwender &	Sellner, Liquors....	117 S. Broadway.
Steinwender, G. A.....	Steinwender & Sellner.	Whiskies.....	117 S. Broadway.
Stephens, Jefferson.....		Grain.....	Hotel St. Louis.
Stephens, W. Speed....	Central Nat'l Bank,	Cashier.....	Boonville, Mo.
Stevener, John.....	J. Stevener & Bro.,	Feed.....	1706 Cass ave.
Stewart, A. W.....	A. W. Stewart & Co.,	Commission.....	410 Cham. of Com.
Stewart, A. C.....	Stewart, Cunningham &	Elliott, Lawyers.....	Rialto Bldg.
Stewart, A. M.....	Jas. Stewart & Co.,	Grain El. Contrs....	302 Lincoln Trust.
Stewart, James C.....	Jas. Stewart & Co.,	Grain El. Contrs....	302 Lincoln Trust.
Stickney, W. Arthur....	A. C. Edwards & Son	Brokerage Co.....	410 Olive st.
Stifel, H. C.....	Alzheimer & Rawlings	Investment Co.....	217 N. Fourth st.
Stifel, Otto Fred'k....	C. G. Stifel Brew. Co.,	Brewing.....	Wainwright Bldg.
Stock, Philip.....	St. Louis Brewing Assn.,	Secretary.....	702 Wainwright Bldg.
Stockton, F. W.....	Traders' Despatch,		505 Houser Building.
Stoewener, F. F.....			710 Julia st.
Stone, Leander.....			Box 876, Louisville, Ky.
Stover, W. D.....	Star Union Line,		622 Olive st.
Strain, Arthur R....	Robt. B. Brown Oil Co.,	Oil Manuf'rs.....	Rialto Building.
Stratton, Wm.....	Hunter Bros.,		60 Gay Bldg.
Strauss, J. C.....		Photographer.....	3514 Franklin ave.
Street, E. J.....	E. J. Street & Co.,	Brokers...Bd. of Trade,	Kansas City
Strifler, Chester E.....		Lumber.....	Main and Market sts.
Stroud, H. L.....		Merchant.....	Rogers, Ark.
Stuede, Wm.....	Harroun Elevator Co.		103 N. Third st.
Stuever, Anton C.....	Home Brewing Co.,		Miami and Salena sts.
Sturtevant, Henry D....	Counselman & Day,	Commission..	240 LaSalle st., Chicago
Sublett, Edwin H.....	Fuel Oil Distributing	Co., Pres't.....	618 Mo. Trust Bldg.
Sudborough, J. A....	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Sullivan, Patrick.....			701 Washington ave.
Sullivan, F. R.....	North Shore Despatch,	Agent.....	Sixth and Olive sts.
Summa, Emil.....	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses..	M. Summerfield & Co.,	Hides and Wool.....	218 N. Main st.
Sutherland, G. G.....		Grain.....	132 Cham. Com.
Swaney, John Bell.....		Grain.....	Union City, Tenn.
Swingley, W. S.....		Deceased.....	
Swift, Paul.....	Thos. Akin,	Commission.....	203 Cham. Com.
Swift, W. H.....	Fruin, Bambrick Con. Co.,	Contractors.....	721 Olive st.
Sykes, G. A.....	St. Louis Commission Co.,		11 N. Main st.

Taaffe, B. P.....	Justice of the Peace,		717 Manchester ave.
Tansey, Geo. J.....	St. Louis Transfer Co.,	President.....	400 S. Broadway.
Taussig, John J.....	J. & J. Taussig,	Brokers.....	627 Security Bldg.
Taussig, Jos. S.....	J. & J. Taussig,	Brokers.....	627 Security Bldg.
Taylor, Wm. H.....		Insurance.....	Odd Fellows' Bldg.
Taylor, T. Carroll..	Brinson Judd Grain Co.		208 Cham. Coun.



Name.	Firm.	Business.	Location.
Taylor, Phil. C.....	P. C. Taylor & Son,	Commission.....	509 Roe Bldg.
Taylor, E. M.....		Commission.....	508 Cham. of Com.
Taylor, C. H.....	F. W. Brockman	Commission Co.....	805 N. Third st.
Taylor, J. B.....	P. C. Taylor & Son,	Commission.....	509 Roe Bldg.
Taylor, Joseph C.....	Geo. Taylor Com. Co.		24 S. Main st.
Taylor, W. J.....	The Western Ry. of Alabama,	Agent.....	207 Houser Bldg.
Teasdale, Thos. B.....	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. Waller.....	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W.....	J. W. Teasdale & Co.,	Dried Fruits & Com.....	806 Spruce st.
Teasdale, A. S.....	Miller & Teasdale Co.		825 N. Fourth st.
Teasdale, Geo. W.....	J. W. Teasdale & Co.,	Dried Fruits.....	806 Spruce st.
Teasdale, C. H.....	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W., Jr.....	J. W. Teasdale & Co.,	Dried Fruit.....	806 Spruce st.
Teasdale, J. E.....		Broker.....	100 N. Fourth st.
Teasdale, Everett P.....	Miller & Teasdale Co.,	Commission.....	825 N. Fourth st.
Tebbetts, L. B.....	John Deere Plow Co.,	Farm Machinery.....	10th & Spruce sts.
Teichmann, Wm. C.....		City Chemist.....	1141 Market st.
Teichmann, Chas. H.....	Teichmann Com. Co.,	Commission.....	62 Gay Building.
Teichmann, Otto L.....	Teichmann Com. Co.,	Commission.....	62 Gay Building.
Telthorst, Herman.....		Flour and Feed.....	7501 S. Broadway.
Temple, Harry.....	P. Peckham Liquor Co.,	Bookkeeper.....	412 Washington ave.
Temple, Joseph.....	Adams Express Co.,	Agent.....	407 N. Fourth st.
Templeman, W. J.....	Templeman & Co.,	Produce.....	950 N. Third st.
TenBroek, Gerrit H.....	TenBroek, Spooner &	Walsh, Attys.....	218 N. Seventh st.
Tepe, Carl H. A.....	Wm. Tepe Feed Co.,		2723 Laclede ave.
Tepe, William.....		Feed.....	2725 Laclede ave.
Terry, Albert T.....	John H. Terry & Sons,	Real Estate.....	621 Chestnut st.
Tesson, George B.....	Nanson Com. Co.		202 Chamber of Commerce.
Tevis, Hupp.....	Tevis Com. Co.		116 N. Main st.
Thacher, Arthur.....	Central Lead Co.,		510 Pine st.
Thaw, Charlie.....	C. Thaw & Co.,	Life Ins. Agt. Commonwealth Tr. Bldg.	
Thompson, A. L.....	Cavender & Thompson,	Real Estate.....	716 Chestnut st.
Thompson, Wm. H.....	Nat. Bank of Com.,	President.....	Broadway and Olive st.
Thompson, E. F.....	G. A. Benton & Co.,	Grain.....	829 N. Third st.
Thompson, C. McClung.....	C. L. Thompson &	Son, Insurance.....	Century Bldg.
Thompson, Joseph B.....			4225 McPherson ave.
Thomson, A.....	Western Iron & Supply Co.,		938 N. Second st.
Thomson, Lewis W.....		Commission.....	3962 Lindell.
Thomson, Wm. H.....	Boatmen's Bank,	Cashier.....	Fourth and Washington av.
Thomson, M. D.....			304 City Hall.
Thyson, John.....	Thyson Commission Co.		105 Chamber of Commerce.
Tice, Vilray C.....	V. C. Tice & Co.,	Commission.....	Gay Bldg.
Tiedemann, Geo. W.....	Chas. Tiedemann	Milling Co.....	O'Fallon, Ill.
Tilton, Edgar D.....	E. O. Stanard Milling	Co.....	420 Chamber of Commerce.
Timmerman, G. H.....	St. L. Iron & Machine	Works.....	Second and Chouteau ave.
Tinker, Z. W.....	Columbia Brewing Co.		Twentieth and Madison sts.
Tittmann, Harold H.....	St. L. Cooperage	Co.....	Main and Arsenal sts.
Todd, Henry R.....	Burlington Route,	Gen'l. Agent.....	502 Olive st.
Tontrup, Louis H.....	Papin & Tontrup,	Real Estate.....	626 Chestnut st.
Townsend, F. C.....	Townsend Com. Co.,		827 N. Third st.
Tower, George F., Jr.....	Goodwin Mfg. Co.,	Candles and Soap.....	3332 Chouteau ave.
Tracy, John H.....	David Nicholson,	Grocer.....	15 N. Sixth st.
Trask, Isaac R.....	Trask Fish Co.,	President.....	510 N. Second st.
Trask, Walter B.....	Trask Fish Co.,		510 N. Second st.
Traunmiller, Joseph.....	Excelsior Brew. Co.,		5 S. Seventeenth st.
Trauernicht, F. C.....	Trauernicht & Shanks	Com. Co.....	826 N. Third st.
Triplett, John R.....		Deceased.....	
Tumbach, C.....	McCullough & Tumbach,	Commission.....	719 N. Third st.
Tune, Lewis T.....	The Bradstreet Co.		Security Building.
Tunstall, R. C.....	St. Louis Hay Exch.,	Vice-Pres.....	602 Theresa ave.
Tunstall, R. B.....	St. Louis Hay Exch.,	Secretary.....	602 Theresa ave.
Turner, Chas. H.....	Chas. H. Turner & Co.,	Real Estate.....	Wainwright Bldg.
Turner, V. P.....	Turner-Hudnut Co.,	Grain.....	Pekin, Ills.
Tutt, Dent G.....			807 Chestnut st.
Tyler, George.....	Robert Atkinson & Co.,	Commission.....	808 N. Main st.

Name.	Firm.	Business.	Location.
Udell, C. E.....	C. E. Udell & Co.,	Cheese.....	410 N. Second st.
Underwood, Geo. A.....	D. E. Smith & Co.,	Flour, etc.....	114 N. Fourth st.
Updike, N. B.....	Updike Commission Co.,		642 Rialto Bldg., Chicago
Vahlkamp, Henry..	W. J. Lemp Brew. Co.,	Secretary .....	13th and Cherokee sts.
Valle, John F.....	Desloge Con. Lead Co.,	Secretary.....	110 N. Fourth st.
Valier, Charles..	Valier & Spies Milling Co.,		514 Chamber of Commerce.
Valier, Louis A.....	Valier & Spies Milling	Co.....	514 Chamber of Commerce.
Valier, Robt. C.....	Valier & Spies Mlg. Co.,		514 Chamber of Commerce.
Van Blarcom, J. C.....	Nat. Bank of Com.,	Vice-Prest...	Broadway and Olive st.
Vankirk, Chas. B.....		Com....	310 Royal Ins. Bldg., Chicago
Vaughan, Wm. L.....	Vaughan & Carnes,	Real Estate.....	Linn, Mo.
Veninga, George A..	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.....	Smith, Vincent & Co.,	Commission.....	72 Gay Building.
Vogeler, Julius.....		Grocer and Com.....	14 N. Third st.
Vogel, Charles F.....		Real Estate .	62 Chestnut st.
Vogelsang, L. E.....			Cham. Com.
Vogelsang, Henry.....			520 Cham. Com.
Vogelsang, Wm. H.....			2218 Sullivan ave.
Von Post, Frederick.....	Chas. E. Gifford &	Co., Grain..	225 Rialto Bldg., Chicago
Von Wedelstaedt, R. Park.....		Real Estate.....	St. Louis Club.
Vordtriede, E. Heury.....		Mining.....	2019 Sidney st.
Voris, F. D.....		Grain and Hay. ....	Neoga, Ill.
Voris, George W.....		Grain and Hay.....	Stewardson, Ill.
Waddock, Frank G.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
Wade, Festus J.....	Mercantile Trust Co.		Eighth and Locust sts.
Waggoner, E. L....	Brinson-Judd Grain Co.,	Commission.....	208 Cham. of Com.
Wagner, Charles.....		Pig Lead & Spelter..	174 Laclede Bldg.
Wagner, E. W.....		Grain Com..	99 Bd. of Trade, Chicago
Wagoner, Geo. C. R..	Smithers & Wagoner,	Undertakers.....	1127 Olive st.
Wagoner, Henry H ..	Smithers & Wagoner,	Undertakers.....	1127 Olive st.
Wahl, John.....	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.....	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.....	John Wahl Com. Co.,	Commission.....	2 S. Main st.
Wainwright, Ellis....	St. L. Brewers' Ass'n.		Eleventh and Papin sts.
Waldeck, Jacob C. C..	Jac. C. C. Waldeck Prov. Co..	Montrose ave. and LaSalle st.	
Walker, G. H ..	G. H. Walker & Co.,	Brokers .....	310 N. Fourth st.
Walker, R. F.....		Attorney at Law....	926 Rialto Bldg.
Walker, W. C.....		Real Estate.....	605 Fullerton Bldg.
Wall, Nicholas R.....	Wall & Whittemore,	Insurance.....	208 N. Fourth st.
Wallace, Fred. L.....	W. L. Green Com. Co.		Laclede Bldg.
Walsh, Julius S.....	Miss. Valley Trust Co.,	President.....	201 N. Fourth st.
Walsh, Peter.....		Teamster.....	8129 N. Twelfth st.
Walsh, Edward, Jr.....		Deceased.....	
Walsh, C. K. D.....	Kehlor Bros.,		401 Chamber of Commerce.
Waltke, Louis H.....	Wm. Waltke & Co.,	Soap.....	2nd and Grand ave.
Walton, E. S.....		Commission.....	203 Cham. of Com.
Wangler, Joseph F....	J. F. Wangler B. & S. W. Co.,	President....	1547 N. Ninth st.
Wangler, Joseph A....	J. F. Wangler B. & S. W. Co.,	Secretary....	1547 N. Ninth st.
Wardrop, Richard....	Bernet, Craft & Kauffman Milling Co.....		512 Cham. Com.
Ware, J. H.....	Ware & Leland,	Commission..	205 Rialto Bld., Chicago
Warren, Thomas....	Warren Com. & Investment Co.....		200 N. Second st.
Warren, John A.....	Jno. A. Warren & Co. ....		416 Cham. Com.
Washer, S. R..	The S. R. Washer Grain Co.,		Atchison, Kas.
Wasserman, Beunett....	Wasserman Bro. & Co.,	Stocks and Bonds...	315 Olive st.
Wasson, H. D.....		Broker .....	107 Cham. of Commerce.
Waterworth, Jas. A....	St. Louis Insurance	Surveys, Pres't....	Odd Fellows' Bldg.
Watson, Henry P.....	Watson & Co.,	Broker.....	Minneapolis, Minn.

Name.	Firm.	Business.	Location.
Watts, T. G.	T. G. Watts & Son,	Real Estate	1000 Chestnut st.
Weare, Charles A.	Weare Commission Co.		Old Colony Bldg., Chicago.
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Weber, Edward	Weber Drayage &	Warehouse Co.	105 N. Second st.
Weber, Henry C.			4472 Lindell ave.
Weil, Jacob P.	Bernard, Baer & Co.,	Produce & Prov.	1418 N. Broadway.
Weil, Henry G.			36 New st., N. Y.
Weinberg, Louis	Funsten Bros. & Co.,	Commission	109 N. Main st.
Weissenborn, S. A.	S. A. Weissenborn &	Son, Coal	318 Olive st.
Welch, B. C.	B. C. Welch Land &	Investment Agency	Elsberry, Mo.
Wells, Rolla	Mayor,		City Hall.
Wenneker, Chas. F.	Wenneker-Morris	Candy Co.	12 S. Third st.
Wernse, Wm. F.	The Wm. F. Wernse Co.,	Bonds & Stocks	Bk of Com. Bldg.
Wernse, H. H.	Wernse & Dieckman,	Brokers	317 N. Fourth st.
Werth, John E.	Werth's Insurance	Agency	315 Chestnut st.
Werth, G. L.	Werth's Insurance	Agency	315 Chestnut st.
Werthelmer, J. J.	Werthelmer-Swarts	Shoe Co.	10th and Washington ave.
Westcott, W. B.	Westcott Com. Co.,	Commission	827 N. Third st.
Westcott, W. F.	Westcott Com. Co.,		827 N. Third st.
West, Courtney H.	Moffitt-West Drug	Co.	617 N. Fourth st.
West, Thomas H.	St. Louis-Union Trust Co.,	President	Fourth and Locust sta.
Wetzel, Frederick L.	Dozier Bakery.		Sixteenth and Morgan sta.
Wheeler, Jas. L.			
Whitaker, Edwards	Whitaker & Co.,	Brokers	300 N. Fourth st.
White, Chas. E.	Fulton Bag & Burlap	Co.	612 S. Seventh st.
White, Edward W.	Central of Ga. Ry. Co.,	Agent	402 Houser Bldg.
Whitehead, S. A.	Nanson Commission	Co.	202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.,	Insurance	Century Building.
Whitelaw, Geo. P.			718 Security Building.
Whitelaw, Oscar L.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Chas. W.	Huse & Loomis I. &	T. Co.	Security Building.
Whitmore, Daniel R.	Merchants' Exch.,	Ass't Secretary	Third and Pine sts.
Whitmore, H. R.	Merchants' Exchange,	Asst. Secretary	Third and Pine sts.
Whittemore, F. C.	Wall & Whittemore,	Insurance	208 N. Fourth st.
Wickham, E. F.	Smokeless Fuel Co.,		410 Bank of Commerce Bldg.
Wieder, Moses L.	Wieder Paint Co.,		1601 N. Broadway.
Wiedmer, W. H.	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, Fred.	Gratiot Street Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiegand, Chas. F. W.	Nelson Distilling	Co.	812 N. Fourth st.
Wiener, I. M.	Wiener Bros.,	Brokers	Wainwright Building.
Wiener, Adolph		Real Estate	Wainwright Building.
Wilkinson, W. R.	W. R. Wilkinson & Son	Com. Co.	212 N. Main st.
Wilkins, W. T.		Deceased	
Willard, Wm. G.		Manufacturer	619 N. Fourth st.
Williams, Elmer V.	Wm. Johnston & Co.,	Ship Agents	504 Railway Ex. Bldg.
Williams, P. P.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Willock, R. S.	L. & N. R. R.,	Contracting Agt.	206 N. Broadway.
Wilson, Chas. A.	Barron & Wilson,	Grain Samplers	422 Rialto Bldg.
Wilson, Peter E.	Knapp, Stout & Co.,	Lumber	Salisbury and Hall sts.
Wilson, P. S.	Kehlor Bros.	Millers	401 Cham. Com.
Wirthlin, R. L.	Southern Coop. Co.,		110 Victor st.
Wiseman, Arthur A.	M. F. Hughes & Co.,	Broker	229 4th ave., Pittsburg, Pa.
Wissmath, Chas., Jr.	C. Wissmath & Son	Pork Packing Co.	1113 N. 12th st.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Witter, Ernest A.	Chapin & Co.,	Mill Feed	305 Chamber of Com.
Woelfle, Matt.	Baur Flour Co.,	Salesman	807 N. Second st.
Woerhelde, A. A. B.	Lincoln Trust Co.,	President	710 Chestnut st.
Wolf, John T.		Hay and Grain	3813A Russell ave.
Wolfenden, C. F.	A. A. Paton & Co.,	Cotton	215 Elm st., Dallas. Tex.
Wolgast, Louis		Feed	2137 Gravois ave.
Wollbrinck, Henry			506 Colonial Trust Bldg.
Woltman, G.			1229 Morrison ave.
Wonderly, Peter		Coal	1715 Carr st.

Name.	Firm.	Business.	Location.
Woodlock, Frank D.	F. D. Woodlock & Co.,	Commission.....	115 N. Third st.
Wood, F. C.	A. N. Kellogg Newspaper Co.		224 Walnut st.
Wood, H.	Union Dairy Co.,	Dairyman...	Jeff. & Washington aves
Woods, W. K.	Robinson, Danforth Co.		Elghth and Gratiot sts
Woods, J. P.	C. P. Burr & Co.		824 Rialto Building.
Woodson, Ashby	Chas. F. Orthwein's Sons		Kansas City, Mo.
Woodward, W. H.	Woodward & Tiernan	Ptg. Co.	809 N. Third st.
Woolley, Edgar M.	Conn. Mut. Life Ins. Co.		Chemical Building.
Wooster, R. L.			
Worts, Wm. R.	Worts & Emmick,	Grain.....	47 Produce Ex., Toledo, O.
Woulfe, F. J.	Lehigh Valley R. R.,	Agent.....	504 Houser Bldg.
Wrape, Henry	The Hy. Wrape Co.,	Staves and Headings..	509 Chestnut st.
Wright, Joseph P.	Jas. A. Wright & Sons,	Carriage Manufrs.....	19th & Wash'n.
Wright, Frank L.	Jas. A. Wright & Sons,	Carriage Manufrs.....	19th & Wash'n.
Wright, Geo. M.	Wm. Barr Dry Goods Co.		Sixth and Olive sts.
Wright, J. L.	J. L. Wright Grain Co.		215 Cham. Com.
Wright, Wm. H.	J. L. Wright Grain Co.		215 Cham. Com.
Wrisberg, Wm. C.		Mining .....	411 Olive st.
Wulze, Wm. H.	Camp Spring Mill Co.,	Millers....	503 Chamber of Commerce.
Wunderlich, Chas., Jr.	Chas. Wunderlich	Cooperage Co.....	814 Monroe st.
Wyman, Henry P.	St. L. & Miss. Val. Tr. Co.,	Secretary.....	103 N. Third st.

Yorger, Wm.		Grocer....	2800 Manchester ave.
Young, Edw. H.	Eaton, McClellan & Co.		19 N. Main st.
Young, Robert S.	Funsten Bros. & Co.	Commission.....	109 N. Main st.
Young, D. W.			101 Cham. of Com.
Young, F. N.	Young & Fresch Grain Co.		101 Cham. of Com.
Yule, Bert D.	Bert D. Yule & Co.,	Grain.....	414 Cham. of Com.

Zelle, F. E.	Zelle Bros. Prov. & Com. Co.,	Prov. and Com.....	702 N. Third st.
Zenk, Philip John	Bernet, Craft & Zenk.,	Millers.....	Troy, Ill.
Ziebold, Geo. W.	Waterloo Milling Co.		Waterloo, Ills.
Ziegenhein, Henry	Lafayette Bank,	President....	Broadway and Park av.
Zirnheld, Joseph	Zirnheld-Glosemeyer	Flour Co.....	Second and Walnut sts.



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ANNUAL STATEMENT  
OF THE  
Trade and Commerce  
OF  
SAINT LOUIS  
FOR THE YEAR  
REPORTED TO THE  
Merchants' Exchange of

BY  
GEO. H. MORGAN, Secretary

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ST. LOUIS, MO.:  
PRESS OF R. P. STUDLEY & CO.  
1904.





*Gift of Merchants' Exchange, St. Louis, Mo.  
May 4, 1904.*

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OFFICERS OF THE  
MERCHANTS' EXCHANGE OF ST. LOUIS  
SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.		No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1282
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman.	1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1363
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.	1307
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson.	1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1260
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Galennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3566
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.	3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Galennie.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	{ A. T. Harlow. Wm. G. Boyd.	{ Wm. G. Boyd. Geo. H. Small.	{ E. A. Pomeroy.	2807
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395
1898	Chris. Sharp.	Henry H. Wernse,	Oscar L. Whitelaw.	2229
1899	Wm. P. Kennett.	Oscar L. Whitelaw,	Daniel E. Smith.	2079
1900	Oscar L. Whitelaw.	Wm. T. Haarstick.	Frank E. Kauffman.	1975
1901	Wm. T. Haarstick.	Geo. J. Tansey.	T. R. Ballard.	1872
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.	1832
1903	T. R. Ballard.	Wm. A. Gardner.	Charles H. Huttig.	1831
1904	H. H. Wernse.	O. L. Teichmann.	M. G. Richmond.	1824

Secretary and Treasurer.  
1862 - - - - - Clinton B Fisk.  
1863-64 - - - - - J. H. Alexander.  
1865-1904 - - - - - Geo. H. Morgan.

# **MERCHANTS' EXCHANGE OF ST. LOUIS.**

## **OFFICERS FOR THE YEAR 1903.**

### **PRESIDENT.**

**T. R. BALLARD,**

**FIRST VICE-PRESIDENT, WM. A. GARDNER.**

**SECOND VICE-PRESIDENT, CHARLES H. HUTTIG.**

### **DIRECTORS.**

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L. B. BRINSON,  
T. H. FRANCIS,  
OTTO L. TEICHMANN,  
JOHN H. DIECKMAN,**

**1903-1904.**

**G. J. TANSEY,  
JOHN E. GERAGHTY,  
HENRY R. TODD,  
EDWARD A. FAUST,  
EDWARD DEVOY.**

**GEO. H. MORGAN, SECRETARY AND TREASURER.**

**D. R. WHITMORE, FIRST ASSISTANT SECRETARY.**

**H. R. WHITMORE, SECOND ASSISTANT SECRETARY.**

**C. H. WHITMORE, THIRD ASSISTANT SECRETARY.**

**R. F. WALKER, ATTORNEY.**

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**JAMES M. GETTYS,  
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JOHN B. SLAUGHTER,  
HENRY SCHULTZ,  
SAMUEL PLANT,  
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W. H. KARNS,  
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ROBERT POMMER,  
PARKER SAUNDERS.**

**SECOND SIX MONTHS.**

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M. L. SMITHERS,  
CARY H. BACON,  
WM. C. MCCOY,  
JULIUS VOGELER.**

**OFFICIAL MARKET REPORTER.**

**MARC. J. GAUTIER.**

**DOORKEEPER.**

**FRANK T. MUDGE.**

**RIVER CLERK.**

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---

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CHAS. H. HUTTIG.

WM. T. HAARSTICK.

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A. C. PETRI,

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JAS. F. COYLE,

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### MISSISSIPPI RIVER.

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GOODMAN KING,

R. C. GRIER,

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### TRANSPORTATION.

HENRY R. TODD, Chairman.

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A. P. RICHARDSON,

HENRY SAYERS,

W. K. STANARD,

JOSIAH E. SHERRY,

THOMAS B. TEASDALE.

# **MERCHANTS' EXCHANGE OF ST. LOUIS.**

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**HENRY H. WERNSE.**

**FIRST VICE-PRESIDENT, OTTO L. TEICHMANN.**

**SECOND VICE-PRESIDENT, MANLEY G. RICHMOND.**

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**1904.**

**G. J. TANSEY,  
JOHN E. GERAGHTY,  
HENRY R. TODD,  
EDWARD A. FAUST,  
EDWARD DEVOY,**

**1904-1905.**

**T. R. BALLARD,  
WM. C. ELLIS,  
W. H. DANFORTH,  
THOS. B. TEASDALE,  
R. J. PENDLETON.**

**GEO. H. MORGAN, SECRETARY AND TREASURER.**

**D. R. WHITMORE, FIRST ASSISTANT SECRETARY.**

**H. R. WHITMORE, SECOND ASSISTANT SECRETARY.**

**C. H. WHITMORE, THIRD ASSISTANT SECRETARY.**

**R. F. WALKER, ATTORNEY.**

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ELIAS S. GATCH,  
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JOHN G. MITTLER,  
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AUG. F. W. LUEHRMANN,**

**J. J. P. LANGTON,  
CHRISTIAN BERNET,  
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GEO. F. SIEMERS,  
SAM. S. PINGREE,  
JAMES N. CHANDLER.**

### **COMMITTEE OF ARBITRATION.**

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**CHAS. M. FRESCH,  
R. C. TUNSTALL,  
H. B. EGGERS,  
JOHN L. MESSMORE,  
E. S. WALTON,**

**SECOND SIX MONTHS.**

**J. C. BROCKMEIER,  
THOS. P. LAHEY,  
JOHN L. WRIGHT,  
CHAS. WISSMATH, Jr.,  
F. W. SEELE.**

### **OFFICIAL MARKET REPORTER.**

**MARC. J. GAUTIER.**

### **DOORKEEPER.**

**FRANK T. MUDGE.**

### **RIVER CLERK.**

**EDWARD LOESCH.**

### **STENOGRAPHER.**

**FRED. MEGLEMRY.**

### **MESSENGER.**

**PETER LOESCH.**

### **HONORARY MEMBERSHIP COMMITTEE.**

**E. O. STANARD, Chairman.**

**ALEX. H. SMITH,  
ISAAC M. MASON,**

**S. W. COBB,  
C. H. SPENCER,**

**CHAS. A. COX,  
OSCAR L. WHITE LAW.**

# COMMITTEES AND INSPECTORS FOR 1904.

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## REAL ESTATE.

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OTTO L. TEICHMANN, MANLEY G. RICHMOND, T. R. BALLARD,  
G. J. TANSEY.

## MEMBERSHIP.

WM. C. ELLIS, Chairman.

HENRY R. TODD, THOS. B. TEASDALE.

## ST. LOUIS TRAFFIC BUREAU.

Board of Managers from Merchants' Exchange.

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JOHN E. GERAGHTY, Chairman.

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M. J. MULLALLY, EDWARD DEVOY, J. S. MCCLELLAN,  
M. W. COCHRANE.

## INSURANCE.

EDWARD DEVOY, Chairman.

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PAUL ROBYN, A. T. TERRY, B. L. SLACK.

## RULES.

THOS. B. TEASDALE, Chairman.

N. L. MOFFITT, SAMUEL PLANT, B. H. LANG,  
F. C. ORTHWEIN.

## CONTRACTS.

W. A. GARDNER, Chairman.

E. M. FLESH, E. W. GESSLER.

## MARKET REPORTS.

R. J. PENDLETON, Chairman.

S. A. WHITEHEAD, P. P. CONNOR.

## GRAIN.

T. R. BALLARD, Chairman.

T. B. MORTON, E. L. WAGGONER, ROGER P. ANNAN,  
F. P. BROCKMANN, GEO. L. GRAHAM, GEO. F. LANGENBERG,  
F. E. KAUFFMAN, D. P. BYRNE.

## BARLEY.

E. A. FAUST, Chairman.

CHAS. H. TEICHMANN, WM. J. LEMP, JR., OTTO F. STIFEL,  
HY. GRIESEDIECK, JR. HENRY GREVE, L. LEMOKE.

## FLOUR.

CHRISTIAN BERNET, Chairman. O. J. HANEBRINK, Secretary.

WM. K. STANARD, B. H. LEONHARDT, CHAS. HEZEL, JR.,  
MATT. WOELFLE, GEO. LAY.

## FLOUR INSPECTOR.

AUGUST RUMP.

## PROVISIONS.

HUGH FERGUSON, Chairman.

E. H. BARNES, SAMUEL GORDON, G. S. MYERSON,  
JOHN H. LOUDERMAN, JR.

## PROVISION INSPECTOR.

J. G. HINCHMAN.

## SEEDS AND CASTOR BEANS.

C. F. BEARDSLEY, Chairman.

W. F. FUNSTEN, D. I. BUSHNELL, BEN. P. CORNELL,  
F. S. PLANT.

## COMMITTEES, 1904—Continued.

### SEED AND CASTOR BEAN INSPECTOR AND WEIGHER. W. F. CHAMBERLAIN.

#### HAY.

HENRY W. MACK, H. G. BECK,	D. W. OLIFTON, Chairman. CHRIS. HILKE, J. H. EVILL.	DAN. S. MULLALLY,
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#### PRODUCE.

JACOB P. WEIL, P. M. KIELY,	MANLEY G. RICHMOND, Chairman, L. GARVEY LOUIS A. JASPER.	CONRAD SCHOPP,
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#### EGGS.

F. W. BROCKMAN, HENRY BROEDER, C. C. DENNIS,	F. E. ZELLE, Chairman. WM. BRAY, F. J. ROEDER, R. HARTMANN, F. O. TRAURNICHT.	S. E. MURRAY, H. W. KNEHANS, JR., W. R. WILKINSON,
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#### FLOOR.

ALLEN BAKER, J. P. NEWELL, H. L. BRINSON, CHAS. L. NIEMEYER,	JNO. A. WARREN, Chairman. E. A. WITTER, DAVID LOEWEN, JOS. HATTERSLEY, OLIFFORD H. ALBERS.	CLAUDE A. MORTON, F. L. SCHREINER, FRED. MAYER, A. G. AUFDERHEIDE.
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#### POSTAL AFFAIRS.

W. J. KINSELLA, VINCENT M. JONES,	W. H. DANFORTH, Chairman. HENRY SAYERS, E. F. DONZELOT,	F. W. HOFMANN, J. L. WRIGHT.
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WEB. M. SAMUEL, JOHN WAHL, LOUIS FUSZ, CHAS. A. COX, JOHN W. KAUFFMAN, O. H. SPENCER, W. P. KENNETT, H. F. LANGENBERG, O. L. WHITELAW, W. T. HAARSTICK, MARCUS BERNHEIMER, GEO. H. PLANT, C. MARQUARD FORSTER,	E. O. STANARD, Chairman. AMEDEE B. COLE, WM. A. GARDNER, CHAS. PARSONS, ELIAS S. GATCH, JOHN H. TRACY, GEO. M. WRIGHT, JULIUS S. WALSH, F. D. HIRSCHBERG, JOHN H. DIECKMAN, T. H. FRANCIS, CHAS. NAGEL, J. S. NANSON, C. M. ADAMS, JAMES ARBUCKLE.	W. S. MCCHESENEY, JR., CLINTON ROWELL, W. K. BIXBY, GEO. S. MCGREW, EDWARD A. FAUST, T. S. MCPHEETERS, W. C. LITTLE, GAIUS PADDOCK, MOSES FRALEY, J. J. WERTHEIMER, A. DEFIGUEIREDO, THEO. G. MEIER, G. W. GARRELS,
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#### MISSISSIPPI RIVER.

JOHN WAHL, FRANK GAIENNIE, A. C. CHURCH,	ISAAC M. MASON, Chairman. H. C. HAARSTICK, ISAAC P. LUSK, W. R. WILKINSON.	ALEX. H. SMITH, J. E. MASSENGALE,
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#### LEGISLATIVE.

J. H. HOLMES, ASHLEY CABELL, J. B. GANDOLFO.	H. R. TODD, Chairman, P. M. HANSON, D. A. MARKS, J. J. TAUSSIG.	ADIEL SHERWOOD, H. S. POTTER,
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#### TRANSPORTATION.

WM. C. ELLIS, LOUIS LANDAU, A. P. RICHARDSON,	GEO. J. TANSEY, Chairman. W. H. DANFORTH, GEO. F. POWELL, JOHN WIEDMER,	E. E. SCHARFF, J. E. HALL, JOHN G. MITTLER.
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## REPORT OF THE BOARD OF DIRECTORS.

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MERCHANTS' EXCHANGE,

St. Louis, Mo., January 5th, 1904.

*To the Members of the Merchants' Exchange of St. Louis:*

GENTLEMEN—Your Board of Directors submit herewith for your consideration and information a brief resume of the affairs of the Exchange for the past year, with a financial statement and action taken in reference to the annual dues for the coming year.

In sympathy with the acts of the Board of 1902, in reference to needed improvements, your Board through the Real Estate Committee, contracted for three new elevators to be placed in the center of the building, and the same are now in operation and giving general satisfaction. The grand hall has been renovated and a new floor laid. The exterior of the building has been painted and the stone and iron work renewed in many places, improving very greatly the appearance of the property. New storm doors have been placed at the Third street entrances, and a new mailchute installed. The cost of the work completed and under way approximates \$31,000, on which \$19,472.60 has been paid.

Arrangements have been made with the Post Office Department for enlarging the substation now installed in the basement, by the addition of a financial department, a carrier station and pneumatic tube service. Every facility will be provided and the quick dispatch of mail matter to and from the main office and from incoming and outgoing trains will be secured.

Other improvements were planned in the way of new plumbing and lavatory appointments, but as the removal of the north and south elevators was involved in the scheme, it was necessarily delayed, but may be accomplished in the present year.

This additional work, and the further fact that there will be an increase of fixed charges in bonds to be redeemed and insurance to be placed was fully considered by your Board in determining the amount that should be fixed for the assessment for 1904. Former Boards have wisely used the surplus revenue of previous years in retiring bonds before maturity, and thus reducing interest charges, resulting in there being but \$3,000 of bonds remaining unpaid of the \$15,000 maturing April 1st last. Efforts to secure unmatured bonds were unsuccessful,

showing that the credit of the Exchange stands high in the community. Fifteen thousand dollars of bonds and some \$4,000 for renewal of insurance will be payable this year.

To provide sufficient revenue for the carrying out of contemplated improvements on the property, for meeting all necessary expenses incident to the building and the proper needs of the Association, and in view of unusual demands that may be expected on account of the World's Fair, your Board at the meeting held on December 17th last fixed the assessment to be paid by each member for the coming year at \$40.00.

All the offices in the building have been occupied during the entire year, and in some instances rentals have been increased, the total revenue from this source being \$49,663.18, as compared with \$48,989.08 in 1902. The property is in good condition, and with the contemplated improvements and the painting and renovating of the interior of the office portion, no additional expenditures will be needed for some time to come.

The financial condition, as shown by the report of the Treasurer submitted herewith, will, we think, be found entirely satisfactory.

While the Board has endeavored to be conservative in expenditures, the desire has been to secure for the members every facility for the transaction of business and all information needed as to the markets of the world. To this end a special committee was authorized to install a new system of blackboards, which not only concentrated the telegraphic information to the great convenience of members, but also adds to the adornment of our grand hall.

The real estate account shows—

Receipts from Rentals.....	\$49,663 18	
Transferred from Current Account.....	1,600 00	
From other sources.....	270 61	
		<u>\$51,533 79</u>
Expenditures for Current Expenses.....	\$28,630 75	
"    "    Bonds.....	8,000 00	
"    "    Improvements.....	19,472 60	\$51,108 35
Balance .....		<u>\$ 430 44</u>

#### CURRENT ACCOUNT.

Total Receipts.....	\$79,050 08	
Current Expenses.....	\$55,660 11	
Transferred to Real Estate Account.....	1,600 00	<u>57,260 11</u>
Balance .....		<u>\$21,789 97</u>

The membership of the Exchange at present is 1824, there having been five redemptions during the year and two forfeitures. Thirty-three members have been taken from us by death. Your Board has in each instance devoted a page of the record to their memory, and extended its sympathy to the bereaved families.

The Department of Weights, under the able direction of the Weighing Committee, has done most effective work and merits the support of all members of the Exchange. Many abuses have been discovered and corrected, and additional safeguards employed to secure to the shipper and dealer protection to his property and the correct weighing of the same. It is demonstrated that the complaint so often made of short weights was not on account of incorrect weighing, but because the property was not effectively protected and safeguarded to destination. Much has been accomplished in this direction. While the cost to the Exchange has been considerable, your Board believes it was well expended and will result in increased business in this market. Special attention is called to the report of the Weighing Committee, submitted herewith.

The Traffic Bureau has continued to look after the transportation interests of the city, and has secured many corrections of rates and concessions, which have benefited all lines of business and which could not have been obtained by individual effort. The accompanying report of the Chairman will be found of interest.

Your Board has endeavored to look after such matters, outside of regular Exchange affairs, as were of interest locally and nationally. The Exchange has been represented by delegates at the Good Roads Convention, held in this city April 27th, at the Annual Convention of the National Hay Association at Chicago, June 16th, at the meeting of the Millers' National Federation at Detroit June 3rd, at the Upper Mississippi River Convention, which met at Davenport October 21st, and at the Levee Convention held at New Orleans October 27th. A delegation was sent to Jefferson City in January to urge a change in the insurance laws.

Your Board has taken a deep interest in matters pertaining to the great World's Fair, to be held in this city this year, and has endeavored to aid in securing legislation for needed facilities. On the occasion of the dedication services, April 30-May 2, the Exchange adjourned to enable the members to participate, and at the civic parade, May 2d, a large number joined in the procession and aided in making the occasion a pronounced success.

Your Board petitioned the general government, favoring an increase in the navy; endorsed heartily the report of the King's Highway Commission in favor of a grand boulevard system, and petitioned the House of Delegates in favor of the Terminal loop ordinance, and, on the recommendation of the Grain Committee, advocated the establishment of uniform grades of grain at all ports of clearance under the supervision of United States government inspectors.

The Merchants' Exchange is recognized as the almoner of the people of St. Louis in dispensing their benevolences in cases of public calamity. In June last the floods in the Missouri and Mississippi valleys

caused great loss of life and property. A committee was appointed to raise funds for the relief of the people in the overflowed districts, and the response to the call was prompt and generous. The sum of \$32,046 in money, and supplies to the value of \$3,000 were received by the committee, and distributed—\$1,000 to each of the cities of Topeka and Kansas City, Kansas, the balance being apportioned to East St. Louis, Madison and Venice, and for the care of refugees who, driven from their homes, sought temporary shelter in St. Louis. In addition to the amount received by the Exchange Committee over \$15,000 was sent direct to East St. Louis by our citizens. Much distress and suffering was alleviated by the generous contributions of the good people of this city.

The Exchange, in conjunction with other commercial organizations, had the pleasure on March 23rd of tendering a reception to Hon. David R. Francis, President of the Louisiana Purchase Exposition, on his return from a most successful mission to Europe in behalf of the World's Fair. His Honor, Mayor Wells, presided, and suitable resolutions were adopted, which were afterwards engrossed and presented to the Governor.

On April 28th Lieutenant General Nelson A. Miles, commanding the United States Army, was welcomed and presented to the members by the President.

Mrs. Emma Booth Tucker, whose untimely taking away so soon after was deeply lamented, addressed the Exchange on October 19th and charmed every one by her eloquent presentation of the rescue work of the Salvation Army.

On November 5th Senor A. Bermudez, Special Commissioner from Nicaragua to the World's Fair, addressed the Exchange on the benefits of direct transportation between Nicaragua and St. Louis via the Mississippi River.

On Dec. 31st, at a called meeting of the Exchange, a vote of sympathy was extended to the City of Chicago and the families bereaved by the terrible calamity that befell that city on the previous afternoon.

The business transacted on 'Change during the year compares favorably with former years, notwithstanding the loss occasioned by the floods in June, which practically suspended receipts of grain and other commodities for a month or more. Values have been maintained and the results of the year have been eminently satisfactory.

The Exchange is indebted to and the Board appreciates the valuable assistance rendered by the various committees. The Board tenders a vote of thanks to all. To the Secretary, his assistants and the employes the Board expresses its appreciation for the faithful performance of their duties.

The Merchants' Exchange is the largest and, perhaps, the most influential commercial organization west of the Mississippi River. With

the proper energy and loyalty of its members, it will increase in importance and influence. With the natural growth of commerce in the vast domain tributary to our market, a bright future is in store for our Exchange and city. The power and influence for good, however, depends upon the same loyalty of its members in the future it has had in the past.

In conclusion, your Board desires to thank the members for their support in all matters pertaining to the improvement of Exchange affairs, and hopes the new administration may merit and receive the same loyal support.

THE BOARD OF DIRECTORS,

By T. R. BALLARD, *President*.

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The Merchants' Exchange was closed on the following days:

January 1st. New Year's day.  
February 12th. Lincoln's birthday.  
February 22nd. Washington's birthday.  
April 7th. Election day.  
April 10th. Good Friday.  
April 30th. Dedication World's Fair Ground.  
May 1st. At 12 m. Dedication World's Fair Grounds.  
May 2nd. Civic Parade World's Fair Grounds.  
July 3rd.  
July 4th. Independence day.  
September 5th.  
September 7th. Labor day.  
November 26th. Thanksgiving day.  
December 25th. Christmas day.

## DEPARTMENT OF WEIGHTS.

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ST. LOUIS, Mo., December 28rd, 1903.

*To the Board of Directors of the Merchants' Exchange of St. Louis:*

GENTLEMEN—Herewith I beg to hand you report of the committee who have had charge of the Department of Weights for the year 1903.

### EARNINGS.

In explaining the comparatively small earnings and increased expenses for this year, I beg to call your attention to the special conditions which were unfavorable for large earnings for this department.

During February, March and April there was a blockade in and around St. Louis, which greatly restricted the business of elevators, mills, etc. Then, again, in June and July came the great St. Louis flood, which decreased greatly the volume of business for these two months.

### EXPENSES.

The expenses of this department were increased, due mainly to increase in the equipment, for on August 1st the committee deemed it advisable to place two deputies in the largest elevators, and appointed special watchmen, at our expense, for the better protection of grain on team track while unloading.

At the present time the salaries for the office help and deputies amounts to \$2,100 monthly.

The increase in the weighing fees, authorized by the Board of Directors on September 22d, took effect October 1st, and since these new fees have been enforced the Department of Weights has shown a very much smaller deficit each month than during any of the preceding months. If the three months of this year, beginning with October, are to be used to base our estimates for the next year, it is the opinion of our committee that the deficit for 1904 will be considerably smaller than the deficit for 1903, with prospects of no deficit whatever.

### ELEVATORS.

At the present time your Department of Weights is supervising the weighing of grain at all of the elevators, mills and warehouses in St. Louis and East St. Louis, with the exception of the two public elevators in East St. Louis—the "Union" and "Advance," and the three

private houses in East St. Louis, "Montgomery B", "Terminal" and "Columbia", and the private house in St. Louis known as the "Mound City Elevator".

As explained to you before, in five of the largest elevators there are two deputies whose duties are as follows:

One deputy is placed in the elevator near the scales, whose duty it is to supervise the weights and see that the spouts, bins, scales, etc., are in perfect order. The duty of the second deputy is to examine carefully the condition of the cars; examine the seals on arrival at the elevator to see if whole or broken; to see that the cars are carefully unloaded, and that the grain is swept out of the car.

At the mills and private elevators whose business is less, one deputy is deemed sufficient, and his duties combine those of the two deputies in the large houses. The reports of the condition of cars are surprising, and explains to our committee the reasons of many large shortages that have formerly been reported.

In connection with the work of this department in St. Louis, Superintendent Jas. H. Warren, with the permission of the Committee on Weights, has made special trips to outside points to investigate carefully the reasons of repeated reported shortages. His reports were most gratifying, for in each instance the fault was found at the other end, proving that the weighing under our department is carefully attended to and our weights correct.

#### ILLINOIS RAILROAD AND WAREHOUSE COMMISSION.

On October 1st, according to the rule passed by the Board of Directors of the Merchants' Exchange, deputies were placed in the two public elevators in East St. Louis—the "Advance" and the "Union". These elevators, however, refused to allow our men to remain there for the supervision of weights, and referred us to letter of James S. Neville, Chairman of the Railroad and Warehouse Commission, demanding that they refuse admittance to their elevators to our supervisors.

In the opinion of this committee the rule that was passed by you on September 22d cannot consistently be enforced until such time as the Department of Weights has supervision in the above two public elevators in East St. Louis. It is to be hoped that in a very short time proper arrangements can be made.

#### DESTINATION WEIGHTS.

I again refer you to the rule passed by your body September 22d, which rule insisted that all grain shipped from this market be weighed under the supervision of the Department of Weights. This rule has not been lived up to nor enforced, nor has this committee deemed it advisable to ask you to enforce it, owing to conditions as above cited you in reference to the two public elevators in East St. Louis, and until the

Department of Weights has complete supervision in all public elevators it is their opinion that this rule be not strictly enforced, though they do urge all commission men, for their own benefit, and the benefit of the shippers, to adhere to this rule, if possible.

#### WAGON SCALES.

This department now supervises the weighing at eleven of the most important wagon scales—two in East St. Louis and nine in St. Louis. It also supervises the weighing of barley at the Anheuser-Busch Brewing Co. and the Lemp Brewing Co., and satisfactory arrangements will soon be made for the supervising of the weighing of the balance of the barley handled in this market. Our wagon scales are close to the railroad on both sides of the river, and are convenient to the feed dealers, so there should be no excuse for not demanding supervision of weights under the Merchants' Exchange Weighing Department in accordance with the rules passed by the Board of Directors.

The railroads promised the former committee that they would afford better protection to grain and hay on team track while being unloaded, but shortage complaints came in right along, and after careful investigation it was found that for the better protection of cars on team track, special watchmen were necessary. These watchmen were appointed, and at the present time five of them have been granted special private watchman's license by the City of St. Louis.

Since the establishment of this supervision very few shortages have been reported. The conditions that existed prior to the establishment of this supervision have surprised the members of this committee, the commission men and the feed dealers, for the wastefulness and stealing of grain and hay while on team track must have amounted to thousands of dollars yearly.

#### SACKING GRAIN.

During the three months of the present year—viz., January, February and March—a number of commission merchants, instead of sacking their grain in elevators, had it sacked in various railroad yards. To meet their demands the proper supervision was supplied them, and the amount of business in this line was considerable. This feature of the business, however, has been abandoned, as the railroad companies refused to allow the sacking of grain in their yards, and it is now handled as formerly, either in warehouses or in elevators.

#### TARE.

At the present time the Illinois State Warehouse Commission permits the dockage of 3 pounds per 1,000 to cover the loss for dirt, etc., on grain unloaded at public elevators. The private elevators, mills, etc., also avail themselves of this dockage. In Missouri this same rule has been in effect, but recently the Missouri Warehouse Commission



has rescinded same, but informs us that this applied only to the public elevators, for they have no jurisdiction whatever over the private elevators, mills, etc. Our committee has been presented with a request from shippers that inasmuch as the public elevators in Missouri are not permitted, according to Missouri Warehouse rules, to avail themselves of this dockage, that we ask the Board of Directors to have the private elevators, mills, etc., conform with the Missouri W. H. C. rules. Our committee learns that the Illinois W. H. C. also expect at an early date to abolish this custom of tare. Therefore our committee in passing upon the complaint, has decided that inasmuch as this three pounds per 1,000 dockage is a custom of long standing, and the abolishing of the tare in Missouri would discriminate against the private elevators and mills in St. Louis proper, no request be made to the Board of Directors for their ruling on this question until such time as the rules and laws of both the Missouri W. H. C. and the Illinois W. H. C. coincide.

#### CONDITION OF CARS.

This department keeps a very careful report of the condition of all cars arriving in this market, and you will see by the report made the large number of cars that arrive either out of condition or with the seals broken, and it is the wish of this committee that I call upon the Board of Directors to take such steps as they deem proper to prevail upon the railroad companies to furnish better equipment for carrying grain to this market.

#### REPORT FROM JANUARY 1ST TO DECEMBER 1ST, 1903.

22,517 unloaded cars.

10,820 loaded cars.

101,919 sacks unloaded.

2,596,160 bushels loaded in barges.

53,709 wagons loaded.

Out of the above number of cars unloaded there were reported:

Cars leaking at grain door .....	2,739
Cars leaking at end window .....	266
Cars leaking at boxes .....	1,553
Cars leaking over grain door.....	215
Total .....	4,773
Cars reported not sealed .....	2,450

Yours very truly,

JOHN E. GERAGHTY, *Chairman.*

## TRAFFIC BUREAU.

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St. Louis, Mo., December 19th, 1903.

*To the Board of Directors of the Merchants' Exchange:*

**GENTLEMEN**—The work of the bureau in the year just passed has resulted in many favorable adjustments of rates for this market, which have been outlined in circulars mailed to our members.

The nature of the work is such as we secured in the publication of through rates on grain, from points on the C., R. I. & P. Ry. in Oklahoma and Indian Territory to St. Louis, where rates were formerly the combination of the locals on Kansas City.

Arranging with the Southeastern lines for the acceptance of any billing, in reconsignment of grain to the Southeast, where Missouri River billing had formerly been accepted.

The filing of a complaint with the Illinois Railroad and Warehouse Commission against the reconsigning charge at East St. Louis, the hearing resulted in a favorable decision, secured early in January, which has saved the trade thousands of dollars this year; on one line it being estimated at over \$15,000.

There were fourteen grain circulars sent to members, showing changes, comparative rates and other useful information.

The bureau keeps up one of the most complete tariff files in this country for the information of members, and has had more requests for rates this year than any year since the office was opened. Many members who do not seem to know of this part of our work we feel could make use of this feature of the bureau to their advantage.

Much other work of a routine nature, with which you are familiar, has been carried on, and which has proven profitable and beneficial to our members.

FOR THE BOARD OF MANAGERS,

W. P. KENNETT, *Chairman.*

## REPORT OF THE TREASURER FOR 1903.

CURRENT ACCOUNT.

## RECEIPTS.

Cash on hand January 1st.....	\$	4,023 67
Received from Assessments.....		68,475 00
"    "    Transfer Fees.....		2,480 00
"    "    Rent Telegraph Counters .....		1,900 00
"    "    Interest .....		1,035 68
"    "    Drawer Rent .....		726 25
"    "    Samples and Sweepings .....		200 00
"    "    Non-Residents Tickets .....		165 00
"    "    Imprinted Revenue Stamps.....		13 48
"    "    Rent of Transportation Desks.....		30 00
"    "    Fines .....		1 00
		<u>\$79,050.08</u>

## EXPENDITURES.

Salaries .....	\$19,185 00	
Telegraph Account .....	12,404 42	
Department of Weights.....	6,709 58	
Traffic Bureau.....	4,867 40	
Transferred to Real Estate Account .....	1,600 00	
Attorney's Fees and Court Costs.....	1,338 70	
Redemption of Memberships .....	1,250 00	
Printing and Stationery.....	1,126 03	
Telephones.....	1,000 00	
Annual Report.....	917 00	
New Blackboards .....	801 80	
Flour Inspectors.....	629 99	
Attorney of the Exchange.....	500 00	
Soap and Towels.....	446 91	
Taxes .....	377 10	
Postage .....	371 32	
New Trading Pit.....	318 60	
Delegation to National Board of Trade.....	300 60	
Assessment National Board of Trade.....	300 00	
Renovating Furniture.....	278 65	
Delegation to Levee Convention, New Orleans.....	245 65	
Civic Parade, May 2nd.....	192 80	
Delegation to Jefferson City.....	182 65	
Repairs.....	181 45	
New Chairs, Curtains, etc.....	168 10	
Removing Fountain.....	166 00	
Ice .....	161 75	
Books, Papers and Price Currents.....	140 20	
Brooms, Dusters, etc.....	137 15	
Delegation to River Convention, Davenport.....	130 14	
Insurance on Furniture.....	127 50	
Belcher Water.....	120 00	
Delegation to National Hay Convention.....	100 00	
Power for Electric Fans .....	95 40	
Board of Directors.....	87 07	
Judges of Election.....	69 80	
Reception to Hon. David R. Francis.....	68 00	
Delegation to Millers' Nat'l Federation, Detroit.....	65 80	
Entertainment Mississippi River Commission.....	35 00	
Sundries.....	112 55	\$57,260 11
Balance on hand December 31st, 1903.....		<u>\$21,789 97</u>

REAL ESTATE ACCOUNT FOR 1903.

RECEIPTS.

Balance on hand January 1st. ....	\$	167	18
Received from Rentals .....		49,663	18
"    "    Current Account.....		1,600	00
"    "    Interest.....		103	43
			<u>79</u>
	\$	51,533	

EXPENDITURES.

New Improvements .....	\$	19,472	60
Employees .....		8,136	05
Taxes .....		7,439	41
Coal, 1,861 tons .....		3,417	90
Repairs and Renovations.....		3,165	45
Bonds Paid.....		3,000	00
Interest on Bonds.....		2,910	00
Water License.....		1,763	50
Supplies for Engineer and Janitor.....		562	94
Removing Ashes and Sweepings.....		338	75
Elevator Insurance.....		217	50
Electric Light.....		214	12
Telephones .....		205	00
Power for Electric Elevators.....		89	78
Boiler Insurance.....		60	00
Night Signal Service.....		36	00
Sprinkling Tax.....		32	10
Inspecting Elevators and Boilers .....		27	00
Uniform for Elevator Boys.....		9	00
Printing.....		6	25
			<u>85</u>
		51,103	
Balance on hand December 31st, 1903.....	\$	430	<u><u>44</u></u>

Paid on Bonded Debt during 1903.....	\$	3,000	00
Bonded Debt Unpaid (not due) .....	\$	72,000	00

GEO. H. MORGAN,  
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1903, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows:

To the Credit of Real Estate Account.....	\$	430	44
To the credit of Current Account.....		\$21,789	97

H. R. TODD,  
EDW. A. FAUST,  
JOHN E. GERAGHTY, } Committee.

St. Louis, January 2nd, 1904.

## RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1903.

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### NATIONAL GOOD ROADS CONVENTION.

JANUARY 13TH: Messrs. J. H. Dieckman, G. J. Tansey, C. H. Spencer, Geo. D. Barnard, A. L. Shapleigh, F. D. Hirschberg, A. H. Handlan, Ben B. Graham, and H. A. Diamant were appointed a committee to solicit subscriptions toward the expenses of the National Good Roads Convention, to be held in St. Louis in April next.

### AMENDMENTS TO INSURANCE LAWS.

JANUARY 22ND: Messrs. Rolla Wells, G. J. Tansey, E. O. Stanard, Walker Hill, Edward Devoy, O. L. Whitelaw, L. B. Brinson, W. L. Green, Jr., O. L. Teichmann, Wm. P. Kennett, D. R. Francis, C. H. Huttig, Peyton T. Carr, and Frank Galennie were appointed a committee to meet in general session with the House and Senate Committee on Insurance at Jefferson City, January 28th.

### INCREASE IN THE NAVY.

FEBRUARY 10TH: The President and Board of Directors of the Merchants' Exchange of St. Louis would respectfully represent that the commanding position which the United States now holds among the nations of the world requires that Congress and the President be enabled at all times to command due regard to the wishes and policies of the government by other nations, and to protect the maritime commerce of the country, and to this end that the navy should be so increased as to be in a position to enforce if necessary the just demands of the Government.

### EXCURSION RATES TO THE WORLD'S FAIR.

FEBRUARY 28TH: *Whereas*, It is of vital importance, in order to secure a large attendance at the World's Fair, that railroad companies terminating in St. Louis should make reduced rate excursion tickets from all points on their roads, both during the Pre-Exposition and Exposition periods, and,

*Whereas*, The Louisiana Purchase Exposition Company has made application to said railroad companies to establish such rates, but the said companies have declined to do so on the ground that such tickets can only be issued as personal contract between the original purchaser and the company, and non-transferrable, in order to be sold at a re-

duced rate, and that there being no law in the State of Missouri punishing the fraudulent alteration or the assignment of such non-transferable tickets, they cannot issue the same without great loss, and,

*Whereas*, In order to induce such railroad companies to issue such tickets and to offer to the traveling public proper protection against the fraudulent practices concerning the alteration of tickets and the sale of non-assignable tickets, said Louisiana Purchase Exposition Co. has had prepared and introduced into the House of Representatives of the Forty-Second General Assembly two bills, to-wit: House Bills Nos. 473-474, the former making the alteration of any railroad ticket a forgery and the latter prohibiting the sale of non-assignable tickets, and requiring the railroad companies to redeem all unused portions thereof, and,

*Whereas*, In the opinion of this body it is of the utmost importance that said bills be enacted into law;

*Now, Therefore, Be It Resolved*, That the General Assembly of the State of Missouri be, and it is hereby requested, to give due consideration to said bills, and to give them the sanction of Legislative approval at the earliest possible date.

#### GRAND CIVIC FESTIVAL.

MARCH 28TH: Messrs. D. I. Bushnell, G. F. Langenburg, Web M. Samuel, H. L. Brinson, C. F. Beardsley, R. P. Annan, W. K. Stanard, George H. Plant, M. G. Richmond, R. J. Pendleton, N. L. Moffitt, and Alex. H. Smith were appointed a committee to attend a meeting to be held March 30th, to consider arrangements for a Grand Civic Festival for April 24, 25, 26.

#### GRAND BOULEVARD SYSTEM.

APRIL 14TH: The Board of Directors of the Merchants' Exchange of St. Louis have reviewed with much interest the report of the King's Highway Commission, in which a detailed and systematic plan is proposed for a Grand Boulevard System connecting the parks and affording to the people of St. Louis pleasure grounds for recreation and the enjoyment of the beauties of nature.

The Board most heartily endorses and approves the recommendation of the Committee for the establishment of a boulevard system, and urges upon His Honor, the Mayor, and the Municipal Assembly, to take early action looking to the carrying out of the plan as embodied in the report of the King's Highway Commission.

#### GOOD ROADS CONVENTION.

APRIL 14TH: Messrs. Geo. J. Tansey, Edward Devoy, John H. Deickman, Otto L. Teichmann, Henry R. Whitmore, Isaac M. Mason, Roger P. Annan, A. H. Handlan, D. I. Bushnell, Fred Hattersly, Harry B. Hawes, W. R. Wilkinson, J. J. Wertheimer, Chas. Parsons, W. H. Lee,

George D. Barnard, Thos. K. Neidringhaus, and C. W. Mansur were appointed delegates to the National and International Good Roads Convention, to be held in St. Louis April 27-29th.

#### CIVIC PARADE.

APRIL 14TH: An invitation to participate in a Civic Parade on May 2nd, in connection with the dedication ceremonies of the Louisiana Purchase Exposition was accepted, and Messrs. Edw. Devoy, W. A. Gardner, O. L. Teichmann, T. H. Francis, Edw. A. Faust, Alex. H. Smith and Lewis T. Tune were appointed a Committee of Arrangements.

#### SCUDDER FOUNTAIN.

MAY 12TH: The Board presented the Scudder Fountain to the city, to be placed in Fountain Park.

#### NATIONAL HAY ASSOCIATION.

MAY 12TH: Messrs. John Mullally, D. P. Byrne, H. F. Langenberg, D. W. Clifton, Fred Delbel, R. S. Young, W. J. Rae, H. W. Mack, J. O. Allen, John J. Schulte, B. F. Dally and W. H. Karns were appointed delegates to the Tenth Annual Convention of the National Hay Association, to be held in Chicago June 16-18th.

#### OVERFLOW IN MISSISSIPPI AND MISSOURI VALLEYS.

JUNE 1ST: The President was requested to call a public meeting on the Exchange at noon June 2nd to raise subscriptions to the sufferers by the overflow.

#### MILLER'S NATIONAL FEDERATION.

JUNE 1ST: Messrs. T. R. Ballard and R. P. Annan were appointed to represent the Merchants' Exchange at the convention of the Millers' National Federation, to be held in Detroit June 3rd-5th.

#### TERMINAL LOOP ORDER.

JUNE 16TH: The Board of Directors of the Merchants' Exchange of St. Louis, believing that the Terminal Loop at the west end of the Eads Bridge is a necessity demanded by the traveling public in order that the annoyance of the tunnel may be avoided and also that the bridge may be more free for the passage of freight trains, heartily endorse the action of the City Council in passing the Terminal Loop Ordinance, and respectfully but most earnestly urge its passage by the House of Delegates.

#### THE ASSOCIATED EXCHANGES OF THE UNITED STATES.

JUNE 16TH: Mr. W. P. Kennett was appointed a delegate to a meeting to be held in Chicago June 26th, to consider the question of forming an association composed of the principal Exchanges of the United States.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

AUGUST 11TH: Messrs. E. O. Stanard, John A. Ockerson, Isaac M. Mason, C. H. Spencer, O. L. Whitelaw and H. F. Langenberg were appointed delegates to the meeting of the Trans-Mississippi Commercial Congress, to be held at Seattle, Wash., August 18th-21st.

LEVEE CONVENTION.

AUGUST 11TH: Messrs. E. O. Stanard, Frank Galennie, Walter E. Orthwein, Chas. H. Teichmann, P. S. Drown, E. F. Shoening and Geo. H. Morgan were appointed delegates to the Levee Convention, to be held at New Orleans October 27th.

UPPER MISSISSIPPI IMPROVEMENT CONVENTION.

SEPTEMBER 14TH: Messrs. Isaac M. Mason, Isaac P. Lusk, and Frank Galennie were appointed delegates to the meeting of the Upper Mississippi River Improvement Convention, to be held at Davenport, Iowa, October 21-22.

GOVERNMENT GRAIN INSPECTION.

NOVEMBER 10TH: The Board adopted the report of the Grain Committee recommending that uniform grades of grain be established at all ports of clearance under the supervision of United States Government Inspectors.

HARBOR OF ST. LOUIS.

NOVEMBER 10TH. The Board adopted the following resolutions:

*Whereas*, The excessive width of the Mississippi River, north of the Merchants' Bridge and south of the Eads Bridge, and the contraction of the river between the two bridges, is supposed to have been the cause of the great damage done St. Louis and East St. Louis by the floods in June, 1903; and

*Whereas*, The damage done to the railroad embankments in the American bottom, opposite St. Louis, and caused by this year's flood, deprived St. Louis for nearly a month of its railroad facilities; and

*Whereas*, The condition of the river bed is such that repetitions of such disasters may be expected.

*Now, Therefore, Resolved*, That the members of Congress and the Senators from Missouri are hereby requested to urge the Secretary of War to cause plans and estimates to be made for the improvement of the Mississippi River, extending from the Missouri River southwardly to a line about two miles south of the southern limits of the City of St. Louis, and, if convenient, to have the report and estimate filed with the Committee on Rivers and Harbors in time for the approaching session of Congress.

LETTER TO HON. T. E. BURTON, CHAIRMAN COMMITTEE ON RIVERS AND HARBORS  
DECEMBER 8TH.

The suggestion that our Board wish to make in reference to the Mississippi River above and below St. Louis, and opposite the city, is



this: That the Government in granting the charters for the two bridges at St. Louis and the establishment of the harbor line has contracted the river opposite the central portion of the city to such an extent as to prevent the discharge of the water as fast as it comes from the Missouri and Upper Mississippi Rivers.

In consequence of these conditions the velocity of the water is checked above the bridges and the silt carried in suspension drops, and the flood lines are raised and endangers all industries in the bottom lands on both sides of the river and nearly all railroad terminals.

To prevent this damage it is necessary, in our opinion, to contract the river up to the mouth of the Missouri, so as to increase the velocity of the current and thus improve navigation, and, incident thereto, it will tend to protect the lowlands, but not as much as the construction of levees below Cairo.

We wish to call your attention especially to the fact that in the great commercial centers the transportation across rivers is, at least, of paramount importance to navigation along the river, and we therefore request the government to consider the matter and to take steps to improve the harbor of St. Louis, so that transfer boats can remain in operation at all points during the low stages of the river.

The leading business men and managers of railroads in the Great American bottom, opposite St. Louis, containing over 100,000 acres of land, are now organizing to develop a plan for drainage and protection from overflow, and we think when fully organized that they will co-operate with the Government and build the levees for their own protection.

#### INTERSTATE COMMERCE LAW.

DECEMBER 8TH: *Resolved*, That to make the Act to Regulate Commerce effective, greater power and control should be given to the Commission, and Congress should be urged to pass such laws as will fully safeguard and promote both the public and transportation interests and give force and effect to the findings and rulings of the Commission.

#### NATIONAL BOARD OF TRADE.

DECEMBER 17TH: The Board of Directors tendered the resignation of the Merchants' Exchange and withdrew from membership in the National Board of Trade.

#### BURNING OF IROQUOIS THEATER AT CHICAGO.

DECEMBER 31ST: The following resolution was adopted and telegraphed to the Mayor of Chicago:

*Whereas*, A great calamity has occurred in our sister city of Chicago in the Iroquois Theater, where several hundred lives were lost, we extend our hearty sympathy to the City of Chicago, as well as to the bereaved families of those whose lives were lost in this terrible calamity.

## IMPORTS AND EXPORTS OF THE UNITED STATES.

From Bureau of Statistics, Department of Commerce and Labor,  
Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (-) twelve months 1903 and 1902.
	1901.	1902.	1903.	
<b>MERCHANDISE.</b>				
Imports—Free of Duty.....	\$ 381,512,618	\$ 409,840,209	\$ 487,416,648	\$+ 29,776,439
Dutiable.....	499,907,292	500,676,661	556,056,458	— 2,520,209
Total.....	\$ 880,419,910	\$ 909,816,870	\$ 995,473,101	\$+ 26,156,281
Exports—Domestic.....	\$1,488,078,651	\$1,888,268,491	\$1,457,565,788	\$+124,297,292
Foreign.....	27,297,209	27,417,442	27,102,844	— 515,098
Total.....	\$1,485,878,860	\$1,860,686,963	\$1,484,668,127	\$+128,952,194
Excess of Exports.....	\$ 584,955,950	\$ 891,869,063	\$ 489,195,026	\$+ 97,826,963
<b>GOLD.</b>				
Imports.....	\$ 54,761,980	\$ 44,199,817	\$ 68,267,696	\$+ 21,074,879
Exports.....	57,798,989	38,080,591	44,846,884	+ 9,816,248
Excess of Imports.....	.....	\$ 8,162,726	\$ 20,920,862	\$+ 12,758,136
Excess of Exports.....	\$ 3,022,009	.....	.....	.....
<b>SILVER.</b>				
Imports.....	\$ 31,146,782	\$ 26,402,985	\$ 28,974,506	\$— 2,428,427
Exports.....	55,688,556	49,272,984	69,198,968	— 10,074,021
Excess of Exports.....	\$ 24,491,576	\$ 22,870,019	\$ 15,224,425	\$— 7,645,594

## IMPORTS AND EXPORTS OF MERCHANDISE.

## **EVOLUTION OF THE WORLD'S FAIR,**

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### **HOW THE UNIVERSAL EXPOSITION OF 1904 HAS GROWN TO UNFORSEEN MAGNITUDE.**

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By **WALTER B. STEVENS**, Secretary Louisiana Purchase Exposition.

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The principal exhibit palaces of the Universal Exposition of 1904 cover 128 acres. Large as they are, the space under roof was over applied for long before entries of applications closed. The result is an Exposition by selection. The management has been able to insist upon the rule of movement and processes taking the place of the usual inanimate exhibits.

By way of single illustration, the Mines and Metallurgy Department at Chicago was contained in a building 350x700 feet, the area being about 5½ acres. The Mines and Metallurgy Palace at St. Louis provides more space for mining industries and exhibits than was offered by the three expositions at Chicago, Buffalo and Omaha. Large as the Palace of Mines and Metallurgy is, it by no means comprises all there is of mines and metallurgy at the Exposition. Adjacent to the Palace is a ravine known as "The Gulch," extending southward into forest, utilized for most interesting outdoor exhibits.

In the hill which constitutes a portion of this space tunnels and drifts will be driven, and in these will be shown the methods of drilling, timbering, and ventilating mines, and the underground transportation and handling of ores.

A coal mine on a two-foot seam of coal discovered within the Exposition grounds, a lead and zinc mine, and a copper mine, each separated from the other, will be opened within the outdoor space described above. These will be supplied with a full equipment for the handling and transportation of ores, and with pumps for drainage, and in them will be shown the different systems of draining, illuminating, and ventilating mines. These three separate mines will be connected by an electric mine railway, which will have a total length of more than 2,000 feet.

Notwithstanding additions to the number of exhibit palaces until the acreage under roof exceeds that of Chicago, fifty per cent, the pressure for space has been far in excess of the provisions. Several

departments could have utilized three times the floor space of their buildings. There is no department that has not had more applications than could be accommodated. Especially noticeable is the pressure on the part of foreign countries, nearly all of which increased their requests from first estimates.

Perhaps in no direction has been the growth of the Exposition, beyond original plans, more impressive than in the provision for power. At Chicago the power plant had a capacity of 12,000 H. P. At Paris there was provided 20,000 H. P. The capacity already provided at St. Louis, with a possibility of increase, is 40,000 H. P. The plan and scope of this Universal Exposition in the beginning announced that live exhibits, processes rather than products, would be insisted upon so far as practicable. Exhibitors have met the rule of the Exposition management in this respect. They have asked space for so many forms of mechanism that it is necessary to have a power plant with twice the capacity of that at Paris and more than three times the capacity of that at Chicago.

Extraordinary as the area of the Universal Exposition is, it has not proven to be excessive. When the exhibits palaces were found to be insufficient to accommodate the pressure, resource was had to outdoor exhibits. There are over two hundred acres devoted to these classes of exhibits.

The World's Fair of 1904 will abound in features which will leave upon visitors indelible impressions. The first glimpse is of countless towers, domes and steeples among the tree tops. The great central scene is around a Grand Basin and Plaza, with walls on either side furnished by the majestic facades of exhibit palaces, the farther end filled in by terraces, cascades, colonnade, Festival Hall and the pavilions rising hundreds of feet from the water, and everywhere, for foreground, background and border, the forest.

There is no sameness; no monotony in the physical features.. Every view, every different part of the grounds has its distinctive character. Here is a sunken garden, long, narrow, a ribbon of variegated color with the quaint front and overhanging roof and obelisks of the Palace of Mines on one side; on the other the immense arches and columns of the Palace of Liberal Arts. Turn about and you face something entirely different—a lagoon of crystal water, its angled course under quaint arched bridges with green terraces rising on either side and the shadows of overhanging maples frequent. Next you come to an avenue winding upward through the forest, leading apparently away from the scenes of activity, and yet, but a few steps, you find yourself in the midst of the mansions of many States, scattered about upon wooded knolls and slopes. Hospitality is to be one of the great features of this Exposition. The social side of American official life will

find its most perfect expression in half a hundred great reception rooms along Commonwealth Avenue, Colonial Avenue and the ways leading therefrom.

There is another striking contrast when the visitor leaves the Plateau of States and descends into the Place of All Nations. Townhalls and villas and reproductions of famous structures in many lands are surrounded with large gardens closely typical of the various countries represented.

In May, 1901, the Louisiana Purchase Exposition Company entered upon the period of physical preparation. The only experience to guide was that learned from the World's Columbian Exposition of 1893. The company was granted by the City of St. Louis the western half of Forest Park. This gave ground of practically the same acreage as the site occupied at Chicago, about 650 acres. Upon the tract the commission of architects representing the whole country laid out nine exhibit palaces, affording somewhat more space under roof than Chicago had. The sum of \$5,000,000 was appropriated from actual cash in hand and work began. If the original plans could have been adhered to the Louisiana Purchase Exposition Company, greater even than the World's Columbian, would have opened with an expenditure of about \$15,000,000, but the management was forced speedily to take into account two new conditions. One of these conditions was the great progress made by the United States in the decade since 1893. The other was the increased interest and respect felt by the rest of the world in this nation. Within three months after the President of the United States issued his invitation to the nations to participate in this world's fair it was apparent that provisions far beyond those made at Chicago were absolutely essential.

Fifty-three foreign governments have provided in actual appropriations and estimates for expenditures of \$7,017,250 at this exposition. Such is the situation five months before the exposition opens. Every week brings additional acceptances and new information of foreign appropriations. The participation will be practically universal and the amount of expenditures by other countries will exceed \$8,000,000. For the exposition at Chicago the total expenditures were \$5,769,098. The countries and colonies participating at Chicago were 43.

The states, territories and islands of the United States five months before the opening have provided for expenditures amounting to \$6,749,986. Twelve legislatures will meet this winter and in several instances appropriations will be increased. At Chicago the states and territories expended altogether \$5,414,031. At St. Louis the expenditures of the sub-divisions of the United States will be more than 50 per cent greater.

Provisions for the greater expenditure by other nations and by states and territories have entailed unlooked for expenditures by the exposition company. At St. Louis there was the advantage of a site

of great natural beauty and adaptability, but the space which had to be prepared for mansions of 42 states and territories and for other buildings of organizations was three times as large as that occupied for like purposes at Chicago, where scarcely 80 structures, most of them smaller, were erected.

The foreign buildings and their gardens at St. Louis occupy three times the ground devoted to like construction at Chicago. The mileage of walks and roadways and of electric conduits and water-pipes and sewerage nearly quadruples that of Chicago.

Over 300 acres of space will be occupied with outdoor exhibits, making altogether nearly 350 acres of exhibits.

This does not take into account the thirty-five acres which will be wholly occupied by the exhibits from the Philippines. Two years ago Governor Taft of the Philippines laid before the Exposition Company his plans for adequate representation of the Archipelago's resources and peoples. He asked co-operation. The Exposition Company appropriated \$100,000 to aid in the Philippine Exhibit, believing that the interest of prospective visitors of the Exposition justified such an unusual expenditure of the corporation's funds. About a year ago the plans of the Philippine Exhibit Board had been so enlarged that the need of greater expenditure was felt. The Exposition Company advanced \$100,000 additional to assist in making the Philippines exhibit entirely worthy of the Archipelago. These expenditures were, of course, unforeseen in the beginning.

Prompted by the feeling that the live stock interests of this country have not heretofore received the recognition due them at Expositions, the Company has set apart sixty acres for the live stock department and has appropriated \$350,000 for it. The sum is more than twice what was devoted to this department at Chicago.

Finding in the settlement and development of the Mississippi Valley a wealth of material heretofore neglected, the Exposition management has expended among the sculptors of the United States \$500,000 for statuary, historical and idealistic, well calculated to stimulate not only pride but higher inspirations in the minds of the American people.

On the first day of January, 1904, twelve of the sixteen exhibit palaces provided for the Universal Exposition of 1904 were complete. The remaining exhibit buildings were over eighty-five per cent complete. There never before was an exposition in a state of forwardness equal to that. On the date mentioned there had been received 80,000 packages of exhibits. There were on the water and on cars thousands of tons en route. Thirty state buildings were either entirely complete or more than half done.

Twenty-five concessions were well advanced in construction. Twelve foreign buildings were approaching completion. In all phys-

ical features and in all exhibit features the Exposition had reached a stage of progress which insured entire completion before the opening day, April 30, 1904.

A school of unfortunate children, born without the usual faculties, undergoing the peculiar training which has been devised for defectives, illustrates the twentieth century development of education. It will be an attractive feature of the Department of Education. Art at this World's Fair is not synonymous with antiquity or confined to Old Masters. A contemporaneous division to include works produced since the Columbian Exposition of 1893 shows the world is not at a standstill in art expression. The alchemist's laboratory in operation illustrates in Liberal Arts the progress of chemistry. In the art preservative the most advanced mechanisms for printing are operative exhibits. The two great palaces devoted to Manufactures and Varied Industries are the battle field of competition among the nations for there foreign industrial exhibits are in rivalry of skill and elaborateness. Prime movers from 8,000 horse-power, from flywheels twenty-eight feet in diameter, from engines as large as three-story houses down to the electrical motors infinitesimal by comparison, are marshaled in the Palace of Machinery. "The industrial life blood of the new time," as electricity has been called, courses in generators, dynamos and transformers, showing in endless variety the uses of the mysterious current through the realms of chemistry, telegraphy, light and heat.

Aerial navigation is recognized as a possibility and has its course through the air prescribed for tests of speed and control as well as its group of airship stables. Agriculture masses in turn the wonderful developments in the staples, corn, cotton, tobacco, wheat and the exhibits range through all the ramifications of meat and drink to the latest breakfast food of queer title. The center of Horticulture in a space with unobstructed view as large as a city block is the array of table fruits. In every department is an impressive central feature around which the countless exhibits appear by classes and groups.

Those who have been familiar with art exhibits at expositions affirm without qualification that this department of the Universal Exposition of 1904 will surpass in comprehensiveness and in high character any art exhibit ever made even in the distinctive home of art, Paris. Almost every country in the civilized world entered an application for space in the Art Palace. These applications in the aggregate far exceed the capacity. After the permanent Art Palace and two very large annexes had been provided, it was found necessary to erect a pavilion especially for the exhibition of statuary in order to give more space for paintings in the main buildings. A feature which will characterize this World's Fair in respect to the art display in the sculpture garden. In the immediate vicinity of the

Palace of Art will be laid out grounds having walks and flower beds and shrubbery and the grand forest trees. Scattered through this garden will be sculpture exhibits of the class known as outdoor sculpture. They will be shown where they belong and amid the surroundings which will present the works of the sculptors in the best possible conditions.

Very interesting and notable in the Art Palace will be a contemporaneous division devoted to works produced since the World's Columbian Exposition in 1893. This will enable visitors to judge of the progress of art, especially in the United States during the past decade. These more recent works of art will be passed upon by an international jury and awards will be made.

There is also what is known as the retrospective division which includes works of art produced between 1803, the date of the treaty of Purchase of Louisiana, and 1893, the date at which the contemporaneous division begins.

There will be loan collections presenting the masterpieces of American private galleries.

Liberal Arts as a department follows Art in the classification of the Exposition. In the Palace of Liberal Arts will be shown, in the midst of exhibits relating to astronomy and engineering, an equatorial telescope weighing 40,000 pounds.

There will be a hospital fully equipped with all of the new appliances used in surgery and hospital work. The great advance of recent years in medical science will be demonstrated by this exhibit.

Musical instruments of endless variety constitute one of the great groups of Liberal Arts. But the chief exhibit in this group will be the largest organ ever built, having 140 stops and occupying the place of honor in Festival Hall.

China will have over 2,000 tons of exhibits at this the first exposition in which that ancient Empire has officially participated. China will be especially strong in Liberal Arts, showing ancient books made in that country thousands of years before Guttenberg was born. A printing office from China, making plain the methods pursued in that early period will be set up. There will be exhibits in wood and jet carving of the period when tools for that industry were of the crudest character.

Two great buildings accommodate the Department of Manufactures with over twenty-eight acres of floor space. It has been more difficult to meet demands for room in this department than in almost any other. In manufactures foreign nations are competing with much rivalry in exhibits illustrative of their leading industries. Their needs for space have been pressed with much vigor.

In jewelry the allotments of space already made assure a collection of the ornamental which will be the most extensive ever made.



The array of gems will be the most valuable ever assembled. It will include one of the largest, as well as one of the rarest diamonds in existence. Workshops of the gold and silversmith will produce finished specimens of the jeweler's art in the presence of visitors.

In textiles there will be such an array of silks from all parts of the world as has never been seen at any previous exposition.

Down the long vista of the Palace of Machinery are three columns of prime movers, engines, condensers, generators, pumps, the moving machinery going to make up the power plant occupying an area of over 200,000 square feet. The power will, for ordinary uses, reach 40,000 horsepower, with the possibility of an emergency addition of 10,000 horsepower. A single steam engine with its elastic generator has a weight of 500 tons and a valuation of \$150,000. There will be in close association a gas engine from Tegel, near Berlin, Germany; a high-speed steam engine from Harrisburg, Pennsylvania; a medium-speed steam engine from Cincinnati, Ohio; a low-speed steam engine from Burlington, Iowa; a turbine water wheel from San Francisco, operated by water forced through a steam pump, from Jeansville, Pennsylvania; a 3,000 horsepower gas engine from Seraing, Belgium; an 8,000-horsepower steam turbine from New York; another steam turbine from Pittsburg and four reciprocating steam engines from other localities. These prime movers arranged in columns of power-makers will present a scene such as has never been witnessed before. There will be three of these columns of power-producers, the units in which will be drawn from Great Britain, France, Sweden, Belgium and every part of the United States.

A gas engine of 600-horsepower at the Paris Exposition four years ago was the great item of attraction in machinery. At St. Louis there will be a gas-engine of 3,000-horsepower, having a flywheel weighing thirty-four tons. In the Steam, Gas and Fuel building, adjoining the Palace of Machinery, will be boilers which will require a supply of 400 tons of coal every twenty-four hours.

Exhibits in electricity have been offered until the Palace set apart for that department has proven utterly inadequate to accommodate them. The scepticism that prevailed at one time about sufficient demand for space to occupy the entire structure has been dissipated. The intending exhibitors of electrical appliances became so insistent as to raise the question whether it would not be necessary to roof a large court in order to furnish additional accommodations. In the Palace of Electricity will be shown a bewildering collection of machines for the generation and utilization of electrical energy. There will be electric motors for railways, for elevators, for cranes, for printing presses and for the operation of every kind of machinery.

In electro chemistry there will be working exhibits showing the reduction of ores by electrolytic process. Nitric acid will be manu-

factured from the air. The purification of water for drinking purposes by electricity will be shown on a large scale.

In the production of light from electricity there have been notable developments scarcely a year old. The world now has nernst, osmium and mercury vapor lamps, and they will be in operation at the World's Fair.

Wireless telegraphy will have its place among electrical exhibits and the largest wireless telegraph station in the world will tower above all structures on the Exposition grounds. From this station commercial messages will be sent to other Western cities. There will be shown the progress inventors have made in the direction of wireless telephony.

The Palace of Transportation has a centerpiece which will impress one of the memories that all visitors will carry away from the World's Fair. In the center of the immense structure upon an elevated steel turntable will be carried a locomotive weighing over 200,000 pounds. The wheels of the locomotive will revolve at a speed of sixty miles an hour while the turntable slowly carries the great engine around and around by electric power. Headlights of piercing brilliancy from dynamos on the locomotive and tender will throw searchlight rays to every part of the building. There are sixty-four doors in the Palace of Transportation from each one of which this great central piece bearing the legend, "The Spirit of the Twentieth Century," will be visible as visitors enter.

In pursuance of the announced intention to encourage competition in aerostatics there has been set apart the Aeronautic Concourse of 1904 on a part of the Washington University tract. There have been erected airship stables. There has been provided a plant to supply great quantities of gas for balloons. The Exposition is doing all in its power to make practicable a demonstration which will win the prize of \$100,000 offered to the airship which shall make the best record over a course marked by captive balloons at a speed of not less than twenty miles an hour. Entries in good faith have been made. The present indications are that the prize will be won under the conditions imposed. There will be balloon races. There will be balloon voyages with the prize depending on the distance covered. There will be balloon ascensions with the prize depending on the altitude reached. Over \$50,000 will be distributed for efficiency in ballooning.

The Palace of Agriculture has the place of honor not only in point of location but in dimensions. It is the largest building on the grounds and the largest ever erected for one exhibit department at any exposition. It faces east and west with a facade over a third of a mile in length. Even with this vast area of floor space the agriculturists have not found sufficient room and have spread over the surrounding grounds with out-of-door exhibits covering over 100 acres.

The space for exhibits in the Palace of Horticulture at the Exposition of 1904 is much greater than ever before provided for horticultural exhibits at any exposition. In the central room of the Palace fruit exhibits will occupy a space of about four acres. The fruits will be grouped about a palm exhibit in the center of the room. From a slight elevation visitors will be able to see the largest display of fresh fruit ever made at an exposition. Elaborate arrangements have been entered into by various state commissions and by representatives of other governments so that there is at present in cold storage an amount of fruit measured by carloads. The space set apart for these fruit exhibits will be completely covered on the opening day. The exhibits will be renewed as often as necessary and will continue throughout the Exposition. On a space of two hundred square feet near the center of the building will be table fruits, no pyramid or installation of over thirty inches in height being permitted. This is with the purpose of affording visitors unobstructed view of the fruit displayed. Outside of this area of two hundred square feet higher installation will be permitted.

The conservatory is a portion of the Palace of Horticulture, 230 feet long by 204 feet wide, and 40 feet in height. In this conservatory there will be plants and flowers of endless variety and from every clime.

The Department of Anthropology will not be confined as has often been the case at expositions, to relics and archaeological exhibits. It will embrace a large tract of ground laid out in the form of a park with locations for villages to be occupied by Indians and representative families of other primitive peoples. The most notable features of the Department will be in what is known as the Industrial building, a large structure occupying an elevation overlooking the villages of the tribes. In this building will be conducted an Indian school with its industrial branches of carpentry, smithing, tailoring, housekeeping and other occupations now taught in the Indian schools conducted by the government. The pupils will be brought from the schools and will be taught during the World's Fair period in the presence of visitors. In the Industrial building will be carried on by Indians representing many tribes, the typical aboriginal industries, such as skin dressing, basket weaving, pottery making and stone chipping. The workers in these industries will be the venerable experts of the various tribes. Thus the visitor will see the aged Indian making arrows and his grandson constructing a wagon under the same roof, illustrating the great advance made by the Red Race since the Purchase of the Territory of Louisiana. The Industrial building itself is an exhibit, having been constructed in part by Indian pupils trained in government schools..

Twenty states and territories and many foreign countries will exhibit in forestry. Their displays will illustrate not only the industry

of forestry but the policy of forestry. Forestry is a rapidly developing science and forest conservation is one of the new vocations in this country. The exhibits, especially those out of doors which will occupy many acres, will illustrate the development of this science and the importance of this vocation.

Interest in the Fish and Game exhibit will naturally be greatest where the live fish and game are displayed by a number of states. The Aquarium located in the Palace of Forestry, Fish and Game occupies a space 185 feet long by 85 feet wide. It has two lines of tanks separated by an aisle fifteen feet wide. There will be pools, the central one forty feet in diameter and five feet deep for marine specimens. These pools will accommodate fish and other water creatures of great size.

In other parts of the building will be groups of live birds, such as the pheasant, the quail and the turkey. Considerable space will be given to displays of hunting equipments and especially to the exhibits of decoys, gun cabinets, tents and camping outfits.

The Exposition of 1904 makes social economy a fully equipped and co-ordinate department in the Division of Exhibits. The regulation of industry and labor by governments is represented notably in exhibits. The work of reform associations will be illustrated. There will be models of factories, of workingmen's houses, of villages from Great Britain, France, Germany and other countries. The section of charities and corrections will illustrate what organized charity is accomplishing in cities.

While a large building will be completely filled with exhibits and apparatus relating to the physical training, these will be the least interesting features of the Department of Physical Culture. A programme of sports and contests beginning in May and continuing through to November has been arranged. It will be carried out on an athletic field constructed at large cost and said to be the finest in the United States. This field contains a stadium of large seating capacity upon concrete foundations. An appropriation of \$150,000 has been devoted to the contests. Naturally the Olympic games, a quadrennial event in which the best men physically of many nations participate, constitute the leading feature of the programme. The Olympiad of 1904 will last an entire week. These ancient games of Greece were revived at Athens in 1896. A second series of them was held at Paris in 1900, where American athletes won nine-tenths of the prizes. The games at the World's Fair will be conducted under the auspices of a special American committee acting with the international committee on Olympic games.

While the Olympic games during their continuance will be of overshadowing interest, they will constitute but very small part of the programme of athletics. That programme will open with events in May;

it will not be completed until the latter part of November. It will include: Two days devoted to deciding the national championship by the Amateur Athletic Union of the United States; bicycling, national interscholastic championship; quoits; the national swimming championship of America, including plunging, short and long distance racing, diving and water polo, as well as college aquatic championships; lawn tennis, a cross-country championship contest; cricket; association football; Gaelic football; an international hurling match; roque championship; basket-ball championship for schools; Young Men's Christian Association and college athletic clubs gymnastic championships; archery for men and women; equestrian polo and lacrosse. There will be a championship meeting for colleges of the Western States and a national intercollegiate meeting, as well as contests among the German Turners of America. Young Men's Christian Association championships, fencing for the championship of the world, wrestling, all weights, for amateurs only, automobile races are also included in the programme.

A liberal appropriation has been set aside for college football and baseball. The handicap college athletic meetings are to be held in the early part of the year. There are schoolboy meetings for the schools of St. Louis, and meetings for the colleges of St. Louis and the colleges of the West, as well as the athletic clubs of St. Louis and the athletic clubs of the West.

For live-stock premiums the Exposition has appropriated \$250,000 to be distributed in more than 26,000 separate awards. No other World's Fair made provision for live-stock on a scale to compare with this either in magnitude or comprehensiveness. There will be 24 classes for horses, 25 classes for cattle, 27 classes for swine, sheep and goats. The prizes offered for swine alone number nearly 3,000. The prizes to be given for poultry and domesticated birds, go so far as to include ostriches, numbering 10,000.

It is the experience of expositions that two things are of primary importance to influence attendance. One is the excursion ticket. That has received much attention. Assurances have been given by the railroads which warrant the expectation that this Exposition will enjoy liberal treatment from the beginning to the end. The Exposition Management has listed 267 national and international conventions which will hold their annual or biennial sessions at St. Louis during the year 1904. From indications this number will be increased to over 300 conventions. The railroads are fully informed that all roads will lead to St. Louis during the coming year and have made their arrangements and their excursion rates accordingly.

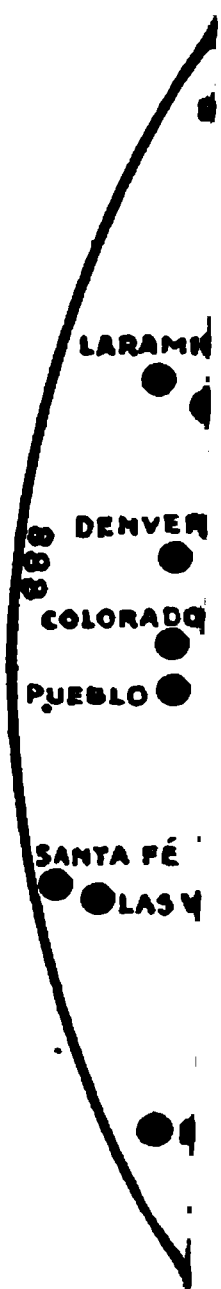
These conventions and these special events have immediate and important bearing upon attendance.

Besides the conventions there have been arranged 396 anniversaries, celebrations and programmes. When the statement is made that for Chicago there were 119 special days or conventions within the entire period it will be understood how thorough has been the work to organize the attendance at St. Louis. In addition to the 267 national and international conventions and in addition to the 396 anniversaries and special events there will be the aeronautic contests, the military drills, the band contests and other features to maintain the public interest outside of the architectural beauty, the wonderful array of exhibits and the concession amusement features.

## ST. LOUIS.

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The fourth city of the United States in population.  
The largest and most important city in the Louisiana Purchase.  
The largest manufacturer of tobacco in the world.  
Has the largest drug house in the United States.  
Has the largest woodenware house in America.  
Has the largest hardware house in the country .  
Is the largest drygoods market west of the Alleghanies.  
Has the largest shoe house in the world.  
The largest shoe distributing city in the Union.  
Is the largest millinery market in America.  
The largest inland coffee distributing center.  
One of the great railroad centers.  
The principal city on the longest river in North America.  
The largest hardwood lumber market in America.  
Makes more street and railroad cars than any other point.  
The largest horse and mule market in the world.  
A prominent manufacturing center.  
Has the best rapid transit system known.  
Will have the greatest World's Fair in history in 1904.  
Leads in output of American-made chemicals.  
Prominent in manufacture of proprietary medicines.  
Receipts of grain in 1903, 68,894,986 bushels.  
Receipts of flour in 1903, 2,340,695 barrels.  
Flour manufactured in 1903, 1,112,316 barrels.  
Flour shipped in 1903, 3,127,096 barrels.  
Banking capital and surplus, 1903, \$87,009,412.  
Bank clearings in 1903, \$2,510,479,245.  
Leads in manufacture of stoves and ranges.  
Tonnage received and forwarded in 1903, 35,104,193 tons.  
Death rate per thousand in 1903, 17.28.  
Largest brewery in the United States.  
Has 92 public schools, with 86,484 scholars.  
Largest and most complete railway station in America.  
Has 23 public Parks containing 2,183 acres.  
St. Louis post office ranks first in ratio of expenses to receipts.  
Receipts at St. Louis post office in 1903, \$3,111,490.  
Pieces of mail matter originating in St. Louis in 1903, 304,907,161.  
Is renowned for beautiful residence districts.  
Has 19 miles of river front.  
Real estate transfers in 1903, \$51,165,625.  
Value of buildings erected in 1903, \$14,544,430.



AAAAAAAAAAAAAAAA





THE CITY OF ST. LOUIS.  
**ST. LOUIS IN 1903.**

41

Area, square miles.....	1903.	63½
Population.....		700,000
Real Estate and personal, assessed value.....		\$443,865,568
Bonded debt.....		\$23,786,278
Houses erected, number, 4,902; cost.....		\$14,544,480
River front, miles.....		19
Public parks, number, 28, acres.....		2,168
Paved streets, miles.....		464.69
Paved alleys, miles.....		122.48
Sewers, miles, 561; cost.....		\$18,180,700
Conduits for under-ground wires, miles.....		170
Water supply, capacity gallons per day.....		160,000,000
Water supply, average daily consumption.....		68,241,502
Receipts from water licenses.....		\$1,725,149
Public Schools, number, 92; Teachers, 1,897; Scholars, 1908, 66,494; cost.....		\$7,040,806
Union Station, 52 tracks, covers acres.....		11
Railroad lines terminating in St. Louis.....		24
Street Railroads, miles single track.....		337.67
Passengers carried.....		162,866,568
Revenue of the City from taxation.....		
Revenue of the City from Special Taxes and Licenses.....		
Death rate per thousand.....		
Post Office, cash receipts.....		
Post Office, Pieces of Mail originating in St. Louis.....		
Tonnage, Total tons received.....		
Tonnage, Total tons shipped.....		
Manufactures, product, estimated.....		
Bank clearings.....		
Banks and Trust Companies, capital and surplus.....		
Tobacco, manufactured, 80,875,429 pounds, value.....		
Tobacco tax paid.....		
Breweries, output, gallons.....		
Grain, receipts, bushels.....		
Flour manufactured, barrels.....		
Flour received, barrels.....		2,840,685
Public Elevators, 10; capacity, bushels.....		8,500,000
Private Elevators, 21; capacity, bushels.....		2,485,000
Lead received, pigs.....		2,485,000
Zinc and Spelter, slabs.....		
Cattle received, number.....		
Hogs received, number.....		
Sheep received, number.....		
Horses and Mules received, number.....		
Cotton, receipts, bales.....		
Coal (all kinds) received, tons.....		
Dry Goods.....	Sales.....	
Millinery.....	"	
Notions.....	"	
Vehicles.....	"	
Plumbers' Supplies.....	"	
Groceries and kindred lines.....	"	
Boots and Shoes.....	"	
Tobacco and Cigars.....	"	
Hardware, shelf and heavy.....	"	
Woodenware.....	"	
Lumber.....	"	
Candles.....	"	
Beer.....	"	
Clothing.....	"	
Furniture and kindred lines.....	"	
Stoves and Ranges.....	"	
Agricultural Implements.....	"	
Iron and Steel and Wagon Material.....	"	
Electrical Supplies.....	"	
Paints, Paint Oils and White Lead.....	"	
Saddlery and Harness.....	"	
Hats, Caps and Gloves.....	"	
Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals.....	Sales.....	\$21,500,800
Glass, Glassware and Queensware.....	"	\$5,000,000
Clay products.....	"	\$8,800,000
Furs.....	"	\$5,000,000
Railway Supplies.....	"	\$25,000,000
Trunks and Bags.....	"	\$2,700,000
Foundry and Machine Shops products.....	"	\$5,000,000
Wool, receipts 1908, 12,766,250 lbs., value.....		\$7,500,000
Hides, receipts 1908, 60,910,890 lbs., value.....		\$11,000,000
Carpets and kindred lines.....		\$5,000,000
Railroad Cars manufactured, value.....		\$15,000,000
Street Cars manufactured, value.....		\$5,000,000
Paper, Stationery and Envelopes.....		\$5,000,000

## REVIEW.

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The year 1903 has been remarkable in St. Louis not so much for the increase in its population, or for the increase in the product of its factories, or for the increase in the volume of the business of the city, great as all of these have been, but for the change in the physical appearance of the city, due to the spirit of improvement now under new stimulus by the World's Fair. This spirit has been active in ways that not only show results now but will be of permanent value to the city. New office buildings, wholesale and retail houses, have gone up in the business section, the permanent hotel capacity of the city has been trebled, apartment houses of the modern type, flats and dwellings, have been built in large numbers. The value of the building done last year was \$14,500,000, which makes \$40,561,000 spent in the last three years on building. While some of these buildings are of temporary construction, more than 90 per cent of this money represents permanent structures. Several million dollars have been spent by the city and by the property owners through special taxes on improving the old streets, building new ones, and perfecting the sewerage system, now acknowledged by sanitary experts to be one of the best in this country. A comprehensive system of clarifying devices is being installed at the Water Works, and will be ready for use very soon.

Terminals for both freight and passenger business have been improved on both sides of the river by both the Terminal Association and the railways, and this work is now going on, the intention of the companies being to handle passengers and merchandise without congestion. Three railway bridges across the river, the tunnel and the belt line are all to be used in a harmonious whole to carry out the terminal plans this year. The changes in the tracks about the Union Station, the installation of the most modern interlocking switch and block signal devices, the subway for baggage and mail, all are improvements that indicate the transportation problem is in hand and will be solved.

The growth of the business of St. Louis has been symmetrical with all this striking superficial improvement. The towns and country of the Mississippi Valley, the West and Southwest, have grown greatly, and the settlement has been fast and solid. As was the case for 1901 and 1902, nearly half the railway building of the United States was in the Southwest in 1903. Stock men, farmers, fruit raisers, lumbermen and miners have all had a good year, and have sold their products to St. Louis, and bought here in return. This prosperity of the city's trade territory has naturally been reflected in the banks and trust companies, whose business has been excellent.

Only two of the five largest cities of the United States, St. Louis and Chicago, showed an increase of bank clearings in 1903 over those of 1902, New York, Philadelphia and Boston showing a decrease. The increase in St. Louis of \$3,674,925 means much for the volume of business, for the clearings of last year had much less of the element of speculative transactions than those of 1902. It is true that bank clearings do not exactly represent the volume of business, but they keep very close to that, and increase and decrease, as general business does. The net earnings of the banks and trust companies for the year were \$6,264,833.

New capital has been invested in St. Louis during the year for mercantile and manufacturing purposes amounting to \$19,728,500, and of this \$13,217,000 went into manufacturing plants. The manufacturing interests of the city report an increased product, between fifteen and twenty-five per cent more than in 1902, and the tendency of manufacturing being now westward, St. Louis is profiting. The two belt lines of the Terminal Railway make accessible many attractive manufacturing locations. The coal fields near by, which make fuel cheap, and the great advantages St. Louis has over other points for the distribution of the factory product, count very heavily with manufacturing capitalists who are looking for places to establish new factories or owners seeking a change of site.

In nearly every line of wholesale business an increase is reported over the business of 1902, only one or two affected by some special trade condition having fallen behind the figures of that year. The general retail business of the city in every line has been markedly and beneficially affected by the rapid increase in population. The population of the city, not quite six hundred thousand by the census of 1900, has grown to 700,000 in the three years and a half which have passed since then, and the volume of trade in every direction has felt the presence of this 100,000 people.

There are two things about the business of every large city that show with the most unwavering fidelity to truth the condition of that business, uninfluenced by feeling. These are the figures that show the amount of freight handled by the transportation agencies in and out of the city, and the Post Office receipts. In 1902 the railways and the river brought into St. Louis and took out 29,737,577 tons of freight, raw material for factories, the finished product of the local factories, the fuel for them, the farm and stock and woodland product of the city's trade territory and merchandise. In 1903, this freight increased to 35,104,193 tons, which shows that the volume of freight handled last year was over one-fifth more than the volume of freight handled in 1902.

The Post Office receipts for 1902 were \$2,736,763, and this increased in 1903 to \$3,111,490, a gain of \$374,727.

The grain trade of the year was nearly equal to 1902, notwithstanding the great loss sustained by reason of the flood conditions in

June last. On account of the falling off of the winter wheat yield, the receipts of this cereal were considerably less than usual, but the receipts of corn materially increased.

The total amount of the coarse grains received were 68,894,986 bushels, as compared with 70,437,072 bushels in 1902.

The amount of flour manufactured was 1,112,316 barrels, while the amount received from country points was 2,340,695 barrels, a total of 3,453,011 barrels handled, against 2,684,451 barrels in the previous year.

The trade estimates for 1903 considered under the general head of groceries, the grocers specialty houses, the coffee and tea business, the cheese jobbers, the syrup refineries and a number of smaller and closely allied lines, and the value of their total distribution is placed at \$78,000,000, which is an increase of \$3,000,000 over the business of last year. The coffee trade is the largest and most rapidly increasing part of the grocery business, and is ranking with boots and shoes, dry goods, hardware and drugs as a line in which St. Louis excels.

The conservatism of St. Louis has been very thoroughly proven by the transactions in real estate. Notwithstanding the opportunities afforded for a "World's Fair boom in 1903" there has been absolutely no over-speculation, although much activity in building, and a natural corresponding increase in the manufacture of brick, already one of the leading interests of St. Louis.

The transfers in real estate in 1903 aggregated \$51,165,625, being an increase in realty values of \$5,000,000 over the transfers made in 1902.

The wholesale dry goods trade, considering dry goods only, excluding all kindred lines, such as notions and millinery, increased greatly, the sales for 1903 amounting to \$50,000,000, against \$47,000,000 for 1902. The conditions in this trade indicate that the business will go to \$55,000,000 in 1904, and most houses are buying on this theory.

All the lines of jobbing goods, in lines akin to dry goods, have followed very closely this percentage of increase, some of them appearing even better.

The total sales of the jobbing millinery houses for 1903 were \$7,500,000, which is an increase of \$1,500,000 over the business of 1902, and a new and strong wholesale house has been lately established.

The notion wholesale business is reported as thirteen per cent greater than that of 1902, being for 1903 nearly \$4,000,000. This unusual and rapid increase is accounted for to some extent by the fact that two of the largest mail order houses in the United States are established here, and much of their business is the distribution of goods classified as notions.

The clothing houses are well satisfied with the year's business, which was \$7,000,000. The increase over the business of 1902 in this line was not great, but prices ruled higher.

The boot and shoe business of St. Louis has given during 1903 visible signs of very great prosperity. The total distribution of boots and shoes has amounted to \$45,000,000, an increase of ten per cent over the business of 1902. This is a much greater distribution business than is done in any other city in the United States. The capital invested in the business has been increased by \$2,000,000. Six new factories have been put into operation by the St. Louis houses, four in the city and two elsewhere, these two having been bought. The factory product of the St. Louis houses, consequently, has been increased 25,000 pairs a day. Two new factories this early have been planned for 1904, and an increase in the general business this year is expected.

The home manufacture of boots and shoes has been increasing so fast, that it is reasonably believed that St. Louis will by the next census be very near the first city of the United States in this manufacture. This is readily believed when it is remembered that as St. Louis makes more and more of the goods it sells, it not only rises in rank itself but causes Brockton and Haverhill, the two leaders, which supply the West, to come down in rank, thus equalizing the position of the cities. An increase of manufacturing here during the next seven years, equal to the increase of the last three, will bring about this result.

Strikes, and the attending unsettled condition of trade, affected the volume of sales in shelf and heavy hardware in 1903. The estimated sales by St. Louis houses exceed \$35,000,000, which is only slightly in excess of the trade of 1902.

The hardware trade is strong today, and estimates for 1904 indicate an increase in sales approximating \$5,000,000 over 1903.

St. Louis is also now manufacturing large quantities of enameled ware, tinware, strap hinges, and other things in the hardware line, which heretofore were purchased in other markets.

The agricultural implement business of St. Louis during 1903 was very good, the estimate being \$15,000,000, but did not exceed that of 1902 on account of untoward conditions as to the corn crop in Missouri and the cotton crop of some parts of the South and the floods in the Upper Mississippi River and its connections. The corn crop of Missouri fell off from a value of about \$87,000,000 on the farm in 1902 to a value of about \$70,000,000 in 1903, and the acreage sown in wheat was less in 1903 than in 1902.

The manufacture and sale of vehicles of all kinds was much greater than it was in 1902, the increase being more than five per cent. The sales of 1903 were \$6,500,000. St. Louis is now one of the most important cities of the country in this specialty, and the business is growing with such rapidity that it will have a very important place in the next census.

The sales of furniture and kindred lines, such as coffins, mattresses and springs and other lines that are usually handled by furniture dealers, amounted in 1903 to about \$25,000,000. The furniture

trade territory of St. Louis practically embraces everything west of the Mississippi River and south of the Minnesota line; southern half of Illinois and Indiana; western parts of Kentucky and Tennessee, and all of Mississippi and Alabama. During the year 1903 over three thousand buyers registered at the office of the St. Louis Furniture Manufacturers' Exhibition Building. The growth of the demand for St. Louis made furniture has been remarkable in the past year.

The development of the electrical supply business in St. Louis in recent years has been marvelous, and within the next decade St. Louis is destined to become the greatest distributing point for these goods in the West.

The sales of electrical supply wares in St. Louis for the year 1903 will exceed \$7,000,000, which is exclusive of the enormous quantities of materials used by the Louisiana Purchase Exposition.

The electrical supply trade of St. Louis is being largely augmented by the development of manufacturing and railway interests in Southern States—namely, Alabama, Arkansas, Mississippi, Louisiana, Texas, Oklahoma and Indian Territory.

While St. Louis does not manufacture any paper, this city is recognized as a leading trade point. In 1902 the volume of business was in excess of \$5,000,000, and the estimate for 1903 is \$6,950,000, with practically no variation in prices. The local consumption is largely responsible for the increase shown.

Each year the growth in the paper trade of St. Louis is being augmented by buyers in the South and Southwest placing their orders through our jobbers, whereas they previously ordered from outside dealers.

The manufacture of fire-clay goods is one that is growing very fast here because of the large deposits near the city of highly refractory clays. The business done in all the fire-clay goods, including crude clays, fire brick, sewer pipe and miscellaneous products, was about \$3,500,000, which was ten per cent more than the business of 1902.

The sales of hats and caps in St. Louis for the year 1903 show a gain of about ten per cent over 1902, the sales aggregating about \$5,000,000, with an investment of \$1,500,000 capital. St. Louis is the leading market for the sale of soft hats, although there is no factory located in the city. The trade territory in hats and caps supplied by St. Louis dealers embraces every State west of Michigan, Ohio and Georgia.

The manufacture of candy by St. Louis factories is rapidly expanding, and for the year 1903 amounted to about \$4,000,000. The output is estimated at 60,000,000 pounds, of which about \$500,000 worth was made outside of St. Louis. Local candy manufacturers sell exclusively to the retail trade in the South and Southwest, and to the jobbing trade as far East as Pittsburg, as well as throughout the Western and Northwestern States. The standard of quality compares favorably with outside factories.

The output of car wheels in St. Louis was in excess of \$3,500,000 for the year 1903, which is an increase of about 33 1/3 per cent over the year 1902. The prospects for 1904 promise an increase over 1903.

For the year 1903 the sales of plumbers' supplies amounted to \$3,000,000, the volume of trade being about the same as the year 1902. Construction operations were retarded in 1902 by unusual strikes and unusually high prices, but the present year will show an enormous increase in this trade.

St. Louis is obtaining great prominence as a manufacturer and jobber of drugs, chemicals, paints, oils and varnishes and patent medicines. Each of these branches has grown during 1903 at least eight per cent larger than it was in 1902. The sale of varnishes has increased, the patent medicine business has increased eight per cent, paints and oils nine per cent, chemicals twelve and one-half per cent, and drugs fifteen per cent. One house manufacturing chemicals has a national reputation, and ships its products to all parts of the United States. One patent medicine concern does so large a business that it is the largest single buyer of postage stamps in the city.

The white lead business is great enough to deserve special attention. St. Louis makes and sells one-quarter of all the white lead sold in the United States, and is the most important city in this line in the country. Last year it made 2,500 tons, worth \$3,000,000.

The sales in these lines for 1903 were: Drugs, \$10,500,000; chemicals, \$5,000,000; paints and oils, including white lead, \$10,000,000, and patent medicines, \$5,850,000, the total being \$31,350,000.

St. Louis is not the largest producer of beer in the United States, but the largest brewery in the world is here. The output was 86,930,448 gallons, representing a value of \$16,825,248.

The smoking and plug tobacco manufacture of St. Louis was steady during 1903, the output being 80,875,428 pounds, valued at about \$25,883,655. This is not quite so much as the amount manufactured in 1902, although very near it. The output still keeps St. Louis at the head of the cities manufacturing plug tobacco, and the prospects are that it will retain this position permanently.

The fur business has a unique position in St. Louis. When Laclede Ligest founded St. Louis, trading in furs was the chief business of the city, and it has ever since held its consequence in relation to the fur business of other cities. Furs of the smaller kind from every State and Territory in the South and West are brought here. Last year more than five million dollars were paid by buyers who came to St. Louis to take advantage of this market. The business has grown fast in the last five years, and the figures of 1903 are an increase of eight per cent over the business of 1902. There is no other city in the United States which offers such inducement to the fur buyer as this, and all the houses in the business have done very well during the year.

The building of railway cars, passenger and freight, and all kinds of cars for street railways, but particularly electric cars, is an industry



that made St. Louis famous. More than \$5,000,000 worth of street cars alone were built in St. Louis in 1903, and delivered to street railway lines all over the United States, some abroad. There was an increase this year in this building of about 25 per cent, and the prospects for 1904, industrial conditions remaining as they are now, are even better.

The St. Louis steam railway car builders not only manufacture here, having three plants in and near the city, but control the product of a number of other factories. Altogether, these turned out in 1903, the product being distributed through the St. Louis offices, 70,000 passenger and freight cars, of an average value of \$800 apiece, the total output thus amounting to \$56,000,000. If the railways are able this year to adequately finance the extensions in this territory they project or even carry to completion, their present plans for the equipment of their roads, this business will gain during the year.

This same statement holds good respecting the business of railway supplies, for both steam and street car lines. St. Louis has grown in this business, as with car building, as the railways have built. Including among railway supplies the manufacture of car seats, which is a factor of the business that particularly distinguishes this city, the total sales for the year have been something over \$25,000,000, an increase over the business of 1902 of about 20 per cent.

St. Louis has for years excelled any city in the United States as a distributor of woodenware of all sorts. More than half of the business of the whole country is done in St. Louis. This amounted to \$12,000,000—an increase of one-fifth over the business of 1902.

St. Louis manufactures plate glass and bottles, but no window glass. Capital controlled here owns two plate glass factories, one at Crystal City and the other at Valley Park, whose capacity combined is about 4,000,000 feet of plate glass a year. This city is specially advantageous for the manufacture of plate and window glass, as it has in the vicinity the largest and best sandbeds in the country, and cheap coal very close. The jobbers in plate glass sold last year \$2,000,000 worth.

The hide market also has been in very good condition during 1903, and the dealers all report a business better than that of 1902 by a considerable margin. The sales last year amounted to \$11,000,000.

The manufacture of trunks and traveling bags and cases of all kinds, while a minor industry, is an important one on account of its rapid growth. There are five factories, two of consequence in the city, and they make all of the goods jobbed here, except a few specialties. The value of the sales in 1903 was \$2,000,000.

In foundry and machine shop product of all kinds the business of St. Louis has grown greatly since the census of 1900 was taken, the value of the product then having been \$3,056,856. The value of the product turned out in 1903 was \$5,000,000, and the prospects are better even than this for the manufacture of 1904.

In other lines not mentioned in this review the same healthy and satisfactory condition is noted, showing that the jobbing and manufacturing business of St. Louis is on a stable basis and is increasing and expanding year by year.

## FINANCIAL REVIEW.

By T. A. STODDART, Manager of St. Louis Clearing House.

The subjoined statements of the banks and trust companies exhibit gratifying results of the financial business for the year 1903, notably the profits distributed to shareholders, and amount carried forward to surplus fund.

Dividends paid by banks, \$2,136,000; dividends paid by trust companies, \$2,060,000; amount carried to surplus, \$2,068,833; shows a total of \$6,264,833 as the net earnings of the year.

In the combined statements of the banks and trust companies the increase in active items between 1902 and 1903 were as follows:

Loans, increase.....	\$ 7,217,860
Bonds and Stocks, increase.....	3,512,487
Cash and Exchange, increase.....	5,744,564
Deposits, increase .....	17,414,833

The clearings for the year were \$2,510,479,245; showing an increase over 1902 of \$3,674,925.

St. Louis ranks fifth in amount of clearings. The reports for the year of the cities clearing largest amounts show the ratio of difference between 1902 and 1903 as follows:

New York,	Total, 1903....	\$65,970,837,955	Decrease, 13.6
Chicago,	" " ....	8,813,892,947	Increase, 5.0
Boston,	" " ....	6,717,416,678	Decrease, 3.1
Philadelphia,	" " ....	5,841,630,726	Decrease, 0.6
St. Louis,	" " ....	2,510,479,245	Increase, 0.1
Pittsburg,	" " ....	2,356,875,351	Increase, 9.7

### COMPARATIVE STATEMENT OF CAPITAL AND SURPLUS OF TWENTY-TWO BANKS AND TEN TRUST COMPANIES IN THE CITY OF ST. LOUIS.

	Capital and Surplus. 1902.	Capital and Surplus. 1903.	Increase.
Banks.....	\$40,469,948	\$42,828,658	\$1,858,705
Trust Companies.....	44,470,631	44,685,759	215,128
Total.....	\$84,940,579	\$87,009,412	\$2,068,833

**COMPARATIVE CONDENSED STATEMENTS OF SEVEN NATIONAL AND  
FIFTEEN STATE BANKS IN THE CITY OF ST. LOUIS.**

	November, 1902.	November, 1903.	Increase.	Decrease.
<b>RESOURCES—</b>				
Loans.....	\$121,864,479	\$124,221,594	\$ 2,357,115	.....
Bonds and Stocks....	27,270,805	30,818,842	3,048,037	.....
Real Estate and Fix.	1,440,677	2,883,966	943,289	.....
Cash and Exchange..	50,628,922	54,025,899	3,396,977	.....
<b>Total.....</b>	<b>\$201,204,883</b>	<b>\$210,949,801</b>	<b>\$ 9,745,418</b>	<b>.....</b>
<b>LIABILITIES—</b>				
Capital.....	\$ 20,450,000	\$ 20,750,000	\$ 300,000	.....
Surplus.....	20,019,948	21,578,653	1,558,705	.....
Circulation.....	12,849,740	11,868,088	.....	\$ 981,702
Deposits, etc.....	148,884,695	157,258,110	8,373,415	.....
<b>Total.....</b>	<b>\$201,204,883</b>	<b>\$210,949,801</b>	<b>\$10,727,120</b>	<b>\$ 981,702</b>

**COMPARATIVE CONDENSED STATEMENTS OF TEN TRUST COMPANIES  
IN THE CITY OF ST. LOUIS.**

	October, 1902.	September, 1903.	Increase.	Decrease.
<b>RESOURCES—</b>				
Loans.....	\$ 65,999,500	\$ 70,960,245	\$ 4,960,745	.....
Bonds and Stocks.....	23,867,982	24,832,282	464,450	.....
Real Est. and Fixtures.	3,386,663	4,420,427	1,033,764	.....
Cash and Exchange...	12,404,148	14,751,785	2,347,597	.....
<b>Total.....</b>	<b>\$ 105,608,143</b>	<b>\$ 114,864,689</b>	<b>\$ 9,256,546</b>	<b>.....</b>
<b>LIABILITIES—</b>				
Capital.....	\$ 20,365,800	\$ 19,620,650	.....	\$ 745,150
Surplus.....	24,104,831	25,065,109	\$ 960,278	.....
Deposits, etc.....	61,137,512	69,678,930	8,541,418	.....
<b>Total.....</b>	<b>\$ 105,608,143</b>	<b>\$ 114,864,689</b>	<b>\$ 9,251,696</b>	<b>\$ 745,150</b>

**COMPARATIVE STATEMENT OF BANKS AND TRUST COMPANIES IN THE  
CITY OF ST. LOUIS COMBINED.**

	1902.	1903.	Increase.	Decrease.
<b>RESOURCES—</b>				
Loans.....	\$ 187,863,979	\$ 195,081,839	\$ 7,217,860	.....
Bonds and Stocks.....	51,189,187	54,650,624	3,461,437	.....
Real Estate and Fix...	4,777,840	6,804,898	2,027,058	.....
Cash and Exchange....	68,083,070	69,777,684	1,694,614	.....
<b>Total.....</b>	<b>\$ 306,812,526</b>	<b>\$ 325,814,490</b>	<b>\$18,501,964</b>	<b>.....</b>
<b>LIABILITIES—</b>				
Capital.....	\$ 40,815,800	\$ 40,870,650	.....	\$ 445,150
Surplus.....	44,124,779	46,688,762	\$ 2,563,983	.....
Circulation.....	12,849,740	11,868,088	.....	981,702
Deposits, etc.....	209,522,207	226,937,040	17,414,833	.....
<b>Total.....</b>	<b>\$ 306,812,526</b>	<b>\$ 325,814,490</b>	<b>\$19,928,816</b>	<b>\$1,426,852</b>

## CLEARING-HOUSE STATISTICS.

## ANNUAL CLEARINGS SINCE ORGANIZATION.

Year.	Amount.	Year.	Amount.	Year.	Amount.
1869.....\$	202,195,745	1881.....\$	882,681,800	1898.....\$	
1870.....	287,407,729	1882.....	862,129,267	1899.....	
1871.....	427,908,639	1883.....	870,961,645	1900.....	
1872.....	494,585,276	1884.....	795,202,177	1901.....	
1873.....	549,577,176	1885.....	759,180,425	1902.....	
1874.....	596,206,581	1886.....	810,706,063	1903.....	
1875.....	579,442,765	1887.....	894,527,781	1904.....	
1876.....	523,006,820	1888.....	900,474,678	1905.....	
1877.....	500,945,467	1889.....	987,523,639	1906.....	
1878.....	477,144,749	1890.....	1,118,578,210	1907.....	
1879.....	546,893,908	1891.....	1,189,590,575	1908.....	
1880.....	711,459,489	1892.....	1,281,571,963		

## CLEARING-HOUSE STATEMENT.

BUSINESS FOR THE YEARS 1899, 1900, 1901, 1902 AND 1903.

## MANUFACTURING INDUSTRIES, 1903.

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By CHAS E. WARE, Secretary St. Louis Manufacturers Association.

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The year 1903 in manufacturing lines has been a busy one, and in spite of many unusual hardships has been satisfactory from a remunerative standpoint. The great floods and consequent interruption in rail-transportation, caused many industrial lines to suffer almost a shut-down for a considerable period; but statistics gathered from all branches of manufacture indicate an increase in the product of from fifteen to twenty-five per cent, and in some special instances an increase of almost one hundred per cent.

The St. Louis Manufacturers' Association has continued its endeavors to lessen the cost of manufacture by securing reductions in taxation and other expenses connected with it, and to induce the establishment of new industries by bringing before the country the superior advantages of the city as a location for manufacturing plants.

Many of the manufacturing lines have shown wonderful increase, both in enlargement of their plants, and amount of their product. This is particularly so of the shoe industry. The increase in capacity of factories in this line has been fully thirty-three and a third per cent; and the product will show an increase of almost twenty-five per cent.

The manufacture of chemicals has largely grown during the year; and the four chemical manufacturing companies which existed ten years ago, are now represented by twenty that are manufacturing standard goods. The increase during the past year has been fully twenty per cent, and all the factories anticipate a still greater increase during the next year. Some of the factories have doubled their capacity within the past twelve months.

The manufacture of tin cans has been largely increased during the year; and there are at present eight concerns in this line, not including factories engaged in stamped and tinware. The eight referred to manufacture tin cans exclusively. During 1903 several large factory buildings have been erected for this purpose, and in some instances the business of the firms have increased fifty per cent. This line of business was largely affected by the unprecedented delay in receiving raw material.

The coffee and spice industry has greatly increased. Several large buildings for the preparation of these goods have been erected, and the business during 1903 was fully twenty per cent over any former year in this line in St. Louis.

The manufacture of glass has become one of the principal industries of St. Louis and her suburbs. Several immense warehouses have been erected during the year, and the increase in this industry has been fully twenty-five per cent.

A new and important manufacturing plant has been established during the past year. The manufacture of terra cotta of the finest quality; and the demand for the products of this industry in St. Louis insures its manufacture becoming very extensive.

The car manufacturing plants report excellent business during the year, and a number of them are largely increasing their capacity.

The manufacture of wagons and buggies has shown wonderful growth during the year 1903, and there have been a number of large additional plants added to this branch of manufacture in the city. Many of the old establishments also added to their capacity.

It is impossible to go into detail of the growth and advancement of all manufacturing in St. Louis during 1903, but as stated above, from every possible source of information, the increase in all lines of manufacture has been from fifteen to twenty-five per cent.

The St. Louis Manufacturers' Association during the World's Fair proposes to make special efforts to interest the visitors, who are engaged in manufacturing elsewhere, in St. Louis as an advantageous point for new plants and branches of their present plants; and special committees of the Association will be appointed to take charge of the visitors and show them the advantageous manufacturing sites on the belt lines being built around the city, and along the river front from the River Des Peres to the Chain of Rocks.

The earnest efforts being made by all railroads entering the city, and the Terminal lines within the city, to make the receiving and shipping of manufactured products more convenient and cheaper, is appreciated by the manufacturers, and it is now a certainty that St. Louis within the next ten years, will become the greatest manufacturing center in the United States; and the completion of the Panama Canal will lead to her manufactured products being sought by all parts of the world.

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## REAL ESTATE.

From the Annual Report of SIDNEY SCHIELE, Assistant Secretary  
St. Louis Real Estate Exchange.

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"In many respects the year 1903 in the realty market in St. Louis has been a remarkable one. While the community has shared to a large extent in the period of prosperity with which this country has been blessed, there has been none of the overspeculation which has

worked to the great detriment of real properties in other cities under like conditions.

"The tendency of the average buyer, as best disclosed by the accompanying table of statistics, has been to await the termination of the great Exposition, in the belief that values will at that time have reached a positive basis of inherent worth.

"The transfers for the year aggregate \$51,165,625. Those of 1902 show an aggregate of \$45,123,135, the increase over last year being \$6,042,490.

#### TRANSFERS.

Month.	Number.	Value.
January .....	713	\$ 4,743,432
February .....	602	4,045,913
March .....	897	7,205,698
April .....	900	5,029,630
May .....	868	6,209,196
June .....	1,119	4,296,684
July .....	841	4,815,949
August .....	696	2,453,833
September .....	837	2,765,185
October .....	892	3,261,657
November .....	734	2,962,663
December .....	753	3,376,091
Totals .....	9,854	\$51,165,625

"Notwithstanding the aloofness of buyers, property in the immediate downtown districts has steadily advanced in prices. In the outlying sections, however, the opposite has been true, and offerings have been made at the lowest prices in some years.

"Nevertheless, this operated against even the semblance of an inflation in prices in any part of the city.

"With the cost of building material and labor at record-breaking figures, builders and contractors have been compelled to forego many profitable ventures. The home-builder, anxiously awaiting a sharp decline in the cost of construction and construction materials, as well as in the hope of securing his lot on a lower valuation, has been absent from the market, while the speculator, in his desire to avoid Chicago's mistakes, has also been inactive.

"Taken thus together, the lack of the above-named two factors, which are indispensable to a realty market, really brought about a unique situation and one that strongly, though none the less creditably, reflects the commendable conservatism of the entire fraternity.

"The collapse of values in the stock market during the last twelve months, and the fading away of security values, which in many instances are alleged to have been fictitious, have again emphasized the advantages of real estate as a fixed and stable form of investment.

## DEEDS OF TRUST.

Month.	Number.	Value.
January .....	585	\$ 2,907,881
February .....	516	*53,258,170
March.....	618	3,142,992
April.....	746	2,833,628
May.....	651	†53,510,857
June.....	849	‡22,666,848
July.....	679	3,117,641
August.....	540	1,948,723
September..	676	3,088,968
October.....	756	2,931,095
November.....	674	3,386,405
December.....	687	2,824,670
Totals.....	7,977	\$156,117,878

\* Includes \$50,000,000 bond mortgage of Terminal Railway Association.

† Includes \$50,000,000 bond mortgage of St. Louis, Iron Mountain & Southern Railway.

‡ Includes \$20,000,000 bond mortgage of St. Louis Transit Company.

## RENTING.

"Though rentals have advanced in some cases materially over those prevailing a year ago, it is easily recalled that they are not higher than they were a decade ago, and are still substantially below rates exacted under similar conditions in other cities. It is hardly thought that there will be any further increase in rents in St. Louis. Property owners are now receiving adequate returns on their holdings, and it is not the disposition of real estate owners to be unreasonable. By this means, the possible reactionary consequences following a period of inordinate rents is avoided.

"There continues a great scarcity of moderate-sized dwellings, and thus far builders of this class of houses have shown very little inclination to increase the supply.

"This condition may, in time, and has to some extent already caused the seeking of apartments, thus stimulating the construction of another kind of profitable investment, viz., the building of apartment houses.

## BUILDING OPERATIONS.

"The building permits of this year aggregate \$14,544,431, as compared with \$12,854,035 in 1902 and \$13,207,991 in 1901. This total for three years is more than the combined five years of 1896 to 1900, inclusive.

"A great deal of building in connection with the World's Fair will be done early this year, and many houses, flats, apartment houses and office buildings will be erected during the year.



"The building permits follow:

Month.	No. of Brick.	No. of Frame.	Value.
January .....	88	85	\$ 581,212
February .....	88	111	800,089
March.....	112	122	2,023,899
April.....	96	145	2,892,470
May.....	91	162	803,580
June.....	88	140	747,660
July.....	114	167	1,471,806
August.....	89	172	741,904
September.....	116	205	923,874
October.....	122	200	1,659,133
November.....	82	174	635,619
December.....	77	139	1,263,184
	<u>1,153</u>	<u>1,882</u>	<u>\$14,544,480</u>

#### HOTELS.

"Attention was called in this report of a year ago to one of the greatest problems confronting the building community—the planning and construction of hotels. In the year now ending, the development in this field has been little short of phenomenal.

"The St. Louis Real Estate Exchange was enabled to refute the numerous assertions of the inability of St. Louis to care for its visiting multitudes. It has shown conclusively that there will be no difficulty in accommodating the enormous number of people expected during the Exposition period.

"In addition to the magnificent structures completed or in the course of erection, including the Jefferson, Washington, Hamilton, Buckingham, Lorraine and other permanent and artistic additions to the city, innumerable temporary buildings, forming a chain and network about the Exposition grounds, will provide commodious facilities for the housing of hundreds of thousands of guests.

"The number of hotels of the latter class projected have recently become so enormous that it is almost impossible for the exchange to completely tabulate them. Since it is possible to complete them within an extremely short time, sufficient transient accommodations are now assured.

#### ASSESSMENTS.

"Assessed valuations of all property this year have continued with almost unvarying greatness, the gain over last year amounting to \$25,821,085. As a matter of course, the revenue from taxation will undergo a proportionate increase.

"At the rate of \$2.15 on the hundred-dollar valuation, the State, public schools and municipality will derive an income of \$9,543,109.54.

The following table shows the assessments in the city of St. Louis since 1877. No better indications of the remarkable civic and business strides could be submitted than the appended showing:

1877.....	\$160,498,000
1880... ..	181,345,000
1885.....	207,910,000
1890.....	284,827,000
1895.....	325,583,000
1897.....	338,862,000
1898.....	361,516,660
1899.....	374,508,490
1900.....	380,772,280
1901.....	394,795,700
1902.....	418,044,475
1903.....	443,865,560

### THE SHOE TRADE.

From the Shoe and Leather Gazette.

#### A YEAR OF GREAT GROWTH.

St. Louis shoe firms add \$2,000,000 working capital, \$6,000,000 annual sales, 25,000 pairs daily manufacturing capacity, and are pushing toward even greater deeds in 1904.

The year 1903 has seen the St. Louis shoe market make a consistent amount of progress, and the total business done was considerably in excess of any previous twelve months of the city's history.

Besides the shoe consumption in the city itself, with 700,000 wearers thereof, and the many thousands of pairs sold singly by the local stores to visiting buyers and by mail, there have been shipped to retail dealers in all parts of the country and in a dozen foreign countries, fully \$45,000,000 worth of boots and shoes, an increase of more than ten per cent for the year.

These shipments place St. Louis easily ahead of any other retailers' supply center in the world, in volume of trade. There is probably no other city in the world where sales direct to retail shoe dealers come within millions of this sum.

#### INDIVIDUAL HOUSES.

The remarkable records made in 1903 by several of the great St. Louis shoe houses have never been approached.

There are no fewer than three firms whose increase in amount of sales for 1903 was more than a million dollars, as compared with sales of 1902, with several others close up toward that round and satisfying sum, and nearly all showing a gratifying individual growth in business.

## SIGNIFICANT FIGURES.

When it is considered that many a shoe house that has been in business for years and become fairly prominent, has a total annual business of less than one million dollars, the significance of the above statement begins to be impressive.

There were 1,600 shoe concerns in the United States in 1900. They did an average business of something like \$160,000 apiece. Six per cent would cover the average annual increase in the shoe trade. These three St. Louis houses alone therefore, with their total gain of three and a half millions, have had a growth equal to the average growth of three hundred and fifty average sized firms!

Their increase in business has been equal to fifty per cent of the whole year's export shoe trade of the United States. And these were only three out of a dozen great houses that make and sell shoes in St. Louis.

## FROM ALL DIRECTIONS.

So far as the Gazette is able to learn this great growth has come from increased sales in no one direction, but in all directions. The proportion has undoubtedly been greater in the Southwest, but St. Louis shoe trade has held its own in all sections.

The shoe trade naturally reaches farther than do some other lines. Therefore it is not surprising that St. Louis shoes go to every State in the Union, except possibly a few on the extreme Northeast coast, the city's influence in the trade being strongly felt in all States from the Alleghenies to the West Coast, also in all parts of the South.

Discussion is often waged over the question, "Which can serve the retail dealer best, the jobber or the manufacturer?"

Some argue that selling shoes direct from the manufacturer to the retail dealer saves handling, saves a profit, prevents uncertainty as to demands.

Others argue that factories which make a narrow range of styles and prices can be operated more economically, and that a house which acts as a jobber for the product of a number of such factories, securing a cheapened product, a specialty from each, and therefrom building up a general line, can do better service to the retail dealer.

Nearly all the St. Louis shoe houses have settled this question by combining both methods. They job the standard, staple varieties of footwear, and they make in their own factories the finer shoes, that go direct from the factories to the retail stores.

## INCREASE IN FACTORY PRODUCTION.

The increase in the amount of St. Louis made shoes has been a very notable feature. A much larger proportion of the city's sales are of home manufacture. The increase in manufacturing capacity has probably been fully equal to the increase in total sales.

The city's total increase during the year in factory capacity is fully 25,000 pairs a day, principally in men's and women's better and finer grade shoes, with some children's, also in the fine grades.

In purchases from Eastern manufacturers St. Louis still leads, the shipments from Boston to the principal cities during 1903 being as follows:

CASES.	
St. Louis.....	657,409
New York.....	583,682
Chicago.....	397,251
Baltimore .....	306,144
Philadelphia.....	209,156
Lynchburg.....	165,770
Cincinnati.....	141,187
Pittsburg.....	113,886
Nashville.....	104,831

### FURNITURE.

By GEO. T. PARKER, President St. Louis Furniture Board of Trade.

The furniture and kindred trades have for 1903 enjoyed a good business. Its fifty factories have been able to comply with demands—increasing their capacity by improved machinery and additions to plants. The shutdowns for repairs have been for a shorter period than usual; and while in certain lines there were losses of business by reason of strikes, the general business can be said to be better than normal.

The trades under discussion have profited liberally by the general prosperity existing in the Western States. The new territory opened up by the many railroad extensions has been a potent factor in contributing to these conditions.

A year of the Permanent Furniture Exposition maintained in this city has shown its business efficacy in centralizing much business here which heretofore sought these modern facilities for making purchases in other ambitious markets. The Exposition has even concentrated here the lines of manufacture of many other cities who appreciate the advantages of a location here of sample lines of their goods.

In an increased measure has the quality of the goods required been shown, over the demands of a few years ago, evidencing an education in taste as to style and a betterment in prices.

Little advance in catalogue prices has taken place, although the manufacturer has labored under an advancing market in nearly all materials and labor as well. It will be but natural that the ruling prices for 1904 will be higher.

Two large permanent hotels and several smaller ones have been furnished and many orders have been placed for the splendid hosteleries which are shortly to open. The numerous temporary World's Fair Hotels are requiring quantities of goods which will swell the 1904 sales.

The new public schools furnishings have added a considerable to the sum totals for the year, as have also the products of the large car furniture factory.

The accession of inhabitants to the city, to the extent of occupying all vacant residences, has called upon the retail houses freely, creating a valuable increase in their sales. Several new office buildings have required much in office outfitting and a general furnishing up and expansion of office premises show commendable pride in anticipating visiting business people.

A new retail furniture and carpet house is a record of the year. The retailing of some special furniture lines has been taken up by stationery and dry goods houses, and one large dry goods furniture department has ceased.

In the allied lines of mattresses, business has been brisk—in coffins, varnishes, etc., normal.

In consequence of St. Louis becoming better known in foreign countries the export of furniture has increased, and the inquiries for catalogues have been very numerous.

The capital employed in the varied industries under this caption is approximately \$4,500,000.00. The total sales, including those of goods not of local make, was probably \$25,000,000.00. It is doubtful if less than \$5,000,000.00 have been paid to employes, of which the number is about 7,000.

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## ST. LOUIS IMPLEMENT AND VEHICLE TRADE IN 1903.

From Farm Machinery.

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Reports and expressions from the St. Louis houses that are engaged in the manufacture or jobbing of vehicles and agricultural implements, indicate that the year now closing has been generally satisfactory from a business viewpoint. While other years have unquestionably surpassed 1903 in the volume of goods distributed and the net financial results gained, transactions during the present year have reached a very gratifying total, showing that the prosperity of the farming interests in the territory tributary to St. Louis still rest upon a solid and progressive basis, despite some untoward conditions that arose at intervals. Among these drawbacks were the disastrous floods last spring in the Mississippi river and its upper connections and the boll weevil that appeared in the southern cotton fields. The first of

these factors threatened a serious curtailment of the wheat, corn and forage crops, but though it did affect the production to some extent, fairly good yields were finally obtained. These crops, as harvested in Missouri, afford a good indication of the results in other sections where St. Louis implement and vehicle houses do business.

It is evident, therefore, that agricultural operations this year were on a sufficiently large scale to induce a considerable movement of implements and vehicles into channels of consumption. The first part of the year was rather sluggish as regards the sale of vehicles, but later on the demand increased continuously, and the losses of trade sustained in the earlier months were made up and equalized; but, while the outcome was satisfactory, the aggregate of transactions did not reach the volume of 1902. On the other hand, there was an unusually heavy inquiry for farm wagons and their distribution was probably equal in extent to the business done in the banner year of 1900.

Relative to agricultural implements, most of the St. Louis jobbers experienced a fair demand for such goods as are used in preparing and marketing the crops, such as threshing machinery, corn huskers, corn shellers and cotton gin accessories, but the harvester trade suffered considerable depression. Implements for preparing the soil for seeding, as plows and harrows, were in comparatively reduced request, though the sales made a handsome total, and in the line of grain drills and binder twine the conditions were not wholly satisfactory or conducive to active trade, owing to a partial failure of the wheat crop in certain localities of this territory.

During the year the prices of iron and steel suffered a sharp decline, but this had no influence on quotations for agricultural implements and vehicles sold in 1903, for the reason that the metal used in their construction was purchased at the high figures prevailing in 1902. Moreover, for some time past, the market has shown evidence of returning strength and an advance was actually made this month in the price of pig iron, which gives color to current predictions that prices will soon resume a normal state. In view of this fact, manufacturers and jobbers are inclined to uphold rigidly their regular price lists, and it may be said that no cause exists for believing that sellers have fallen into a habit of cutting their established rates or of offering undue inducements in order to obtain business.

The approach of the Christmas holidays, as usual, had the effect of bringing a lull in the demand for implements, vehicles and accessory merchandise, but the outlook is promising and a feeling of confidence pervades the entire trade that the coming year will be exceptionally active and prosperous.

## **THE ELECTRICAL INDUSTRIES OF ST. LOUIS.**

By WM. H. BRYAN, Mechanical and Electrical Engineer.

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St. Louis has long been headquarters for the manufacturing and distribution of electrical apparatus and supplies. The territory tributary to St. Louis is the entire Southwest, as well as many of the southeastern States, and Mexico. In manufacturing this city has attained special eminence in alternating motors, incandescent lamps, fans and fan motors, and transformers. Many of the most important plants in the country and abroad have been equipped with St. Louis apparatus, which is shipped over the entire globe. The output in these lines for the past year is approximately \$1,750,000.

St. Louis is also an important distributing point for large manufacturing plants located elsewhere, many of which maintain local branch houses and carry large stocks. The sales of electrical apparatus from these St. Louis offices, such as generators, motors, switchboards, etc., during the year 1903 will approximate \$3,000,000.

There are also a number of large supply houses distributing dynamos, motors, lamps, wire, switches, and every variety of material for electric lighting, railways, telegraph and telephone systems. These houses carry large stocks, and cover a very extensive territory in the Southwest. They have done a business of approximately \$3,000,000 during the past year.

An important local industry is that of electrical construction, covering the installation of electric systems for light, power, telephone and telegraph. St. Louis contractors operate not only at home, but throughout the entire territory tributary to St. Louis. The business done by these houses during the past year is in the neighborhood of \$750,000.

The building of electric street cars is an important industry in St. Louis, there being a number of extensive plants carrying on this work, on an elaborate scale. St. Louis is perhaps the most important center of the street car building industry in the United States. The number of electric cars built during 1903 was about 2,400, having a value—including electrical equipment—of about \$7,200,000. These cars were distributed throughout the United States, Canada and Mexico, many of them going also to Germany, Australia, Cuba and the British Islands.

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## **GROCERIES.**

By ROBERT E. LEE, Editor Interstate Grocer.

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The modesty that is shown by St. Louis wholesale grocery interests—an ultra conservatism—has led to the expression of some doubt as to the accuracy of the estimate that was made here last year of the aggregate grocery sales of this market. The grand total of grocery

sales for the year was put for 1902 at \$75,000,000. This is not an excessive estimate when it is borne in mind that there are thirty-two wholesale grocery houses in this market and that each is doing a large business; also that under the general head "groceries" it is customary to put the sales of wholesale and manufacturing houses in kindred lines, such as the output of the numerous large coffee roasting houses, the cheese jobbers, the grocers' specialty houses, the syrup refiners, and a number of closely allied businesses.

The estimate for 1902 will serve for 1903 by the addition of about \$3,000,000 or a grand total of \$78,000,000 for the whole market. This is considered a satisfactory increase by all the wholesale interests, for the reason that last year was a banner year. Sales in 1902 were of the finer classes of groceries, which show a better profit than hog and hominy. The same condition ruled during 1903 and to make the increase here noted it was necessary for the wholesale grocery interests of St. Louis to do strenuous work.

These heavy sales of groceries from St. Louis are in the face of the keenest possible competition, a competition that is not felt in any other line of manufacture or jobbing.. This competition is from the large number of jobbing houses that are located in the smaller towns of the Mississippi Valley. Thus we find well equipped wholesale grocery houses at Joplin and Springfield and Carthage, Mo., in nearby Illinois towns as Cairo, and through Arkansas. This is all direct St. Louis territory and to maintain their prestige there, the St. Louis jobbers are obliged to keep their profits down to the minimum and St. Louis is thus made the lowest priced wholesale grocery market in the United States.

One of the most important interests of this city is in the immense coffee roasting plants located here. St. Louis is becoming rapidly the coffee market of the country, next to New York, and we are beginning to run even that port of entry a strong race. This is due to the fact that we have low rates of freight from New Orleans and that we are now a receiving port for direct shipments from the plantations of Brazil. Train loads of coffee for St. Louis from ship at New Orleans are ordinary happenings and we are supplying green coffee to jobbing points as well as shipping out the roasted product in immense quantities. Shipments of private brands of coffee have been made from St. Louis to Great Britain within the year.

The tendency toward the consolidation of wholesale grocery houses that was the fashion here for several years, has ceased, indicating that the present number of wholesale grocery houses here is about the right number for the volume of trade coming to the market.

Except on some lines of canned goods, the markets have not been erratic during the year just closed. A shortage of corn pack in Maine and in New York State reduced the total pack for the country considerably, so that this important staple ruled high in price through-



out the year. Salmon was another item in the canned goods line that took an upward turn of marked proportion, owing to short pack. Canned fruits have continued firm throughout the year with a gradually increasing firmness on all descriptions, as a result of a moderate pack both on the coast and in the Eastern canning districts. St. Louis is an important jobbing distributing point for the canned products of California and for the dried or evaporated fruits of the same section.

Figures that are given in this review are from the records of the Merchants' Exchange.

#### SUGARS.

Receipts—	Hhds.	Bbls.	Bags.	Shipments—	Hhds.	Bbls.	Bags.
1903.....	250	430,445	464,545		400	299,824	291,358
1902.....	198	463,910	511,200		118	266,919	316,753
1901.....	253	465,246	534,516		313	288,737	324,008
1900.....	671	498,379	490,190		...	351,217	455,780
1899.....	597	438,735	563,405		80	348,764	555,385
1898.....	728	472,990	570,940		567	342,823	599,917

An increase is noted in the receipts at this point of sugar in hogsheads. This sugar is from the South, for which we are an important market. Home canning of fruits, it is claimed by experts, was not heavy during 1903, and for that reason, the total receipts of sugar in all packages was slightly smaller than in 1902. Another reason for a diminution in receipts is the fact that the interior jobbing houses before referred to, do a large business in staples, thus relieving the St. Louis market of what is really a burden, for sugar is sold at a very close margin. The increased shipments of sugar in various packages is due to some extent to the carry over of sugar from 1902 by local interests.

#### COFFEES.

Receipts—	Bags.	Pkgs.	Shipments—	Bags and Pkgs.
1903.....	439,145	94,821		617,914
1902.....	332,255	120,858		523,815
1901.....	374,675	133,340		503,365
1900.....	360,871	72,912		554,440
1899.....	290,700	.....		406,303
1898.....	274,228	.....		366,163

An increase of over 100,000 bags in the receipts of coffee at this point and a corresponding increase of 100,000 packages in the shipments, shown by the table, is the strongest evidence obtainable of the immense growth of St. Louis as a primary market for coffees. We are shipping green coffees both to the East and West in a jobbing way and we also cater to a tremendous demand for roasted coffees in bulk and in private brand packages through the natural retail territory tributary to this market. In fact we are selling coffees, the roasted kind, in far away sections of the country which we can not hope to

reach with our general lines of groceries. At the close of the year coffees have shown a decided tendency to advance in price and leading coffee importers here believe that the high figure has not yet been reached.

MOLASSES AND SYRUPS.

Receipts—	Bbls.	Kegs.	Shipments—	Bbls.	Kegs.
1903.....	69,310	...		158,189	48,860
1902.....	61,504	325		134,046	38,300
1901.....	54,990	1,940		133,177	48,832
1900... ..	30,970	680		150,406	48,726
1899.....	40,698	2,505		178,655	114,862
1898.....	23,540	1,143		121,853	113,255

Receipts of molasses at St. Louis according to the table, have increased in a most satisfactory manner and the shipments show an even more important increase. These receipts in the main are direct from the plantations. One of the important industries of this city is that of syrup blending. A number of large concerns here blend and repack in smaller packages, notably in cans for direct table use. Shipments of goods in these packages are not noted in the tables, but are listed under "canned goods" in the railroad statistics, hence the total of increase is even larger than indicated in the table.

RICE.

Receipts—	Bags and Bbls.	Shipments—	Bags and Bbls.
1903.....	225,140		263,194
1902.....	196,575		228,498
1901.....	173,530		142,947
1900.....	119,613		102,634
1899.....	163,105		112,497
1898.....	127,275		87,477

An unusually satisfactory increase is shown in the receipts and shipments of rice from this market. The great strides that have been made in the production of rice in the rice belt of Texas and Louisiana have led to this becoming an important receiving and distributing market. Rice is one of the items that has shown a lower price tendency during the year and the consumption is growing apace owing to a campaign of advertising that has been inaugurated by the Growers' Association of the South. Domestic rice is rapidly displacing the foreign kind in local consumption, and shipments to the Phillipines and to Japan have been noted.

TEA.

	Receipts—Chests.
1903 .....	21,680
1902.....	16,990
1901.....	21,246
1900.....	29,645
1899.....	15,400

A steady growth in the sales of tea is shown by the figures of receipts. This is notable from the fact that last year, the tax of 10 cents a pound had just been removed and buying was heavy, and in

a speculative way. This year there was no speculation. Tea prices have been about normal throughout the year and the tendency has been toward the higher grades, the stringent inspection at receiving ports by the Federal government preventing the importation of the very poor grades.

#### GENERAL LINES.

One of the most marked increases in receipts at this point was in glucose. This was due to the heavy use of this product by the syrup blenders before noted and the steady climb in the manufacture of confectionery that is making St. Louis the leading candy market of the United States.

General conditions, such as collections, and marked prosperity in the St. Louis territory, and the inherent disposition to "hustle" among St. Louis grocery jobbing houses, warrants the belief that 1904 will be the banner year in St. Louis wholesale grocery circles.

## GROCERIES.

## RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1908.....	260	430,445	.....	484,545	400	34	291,558
1907.....	196	468,910	.....	511,200	119	19	816,788
1901.....	253	465,245	.....	584,516	218	17	824,008
1900.....	671	408,379	.....	490,190	.....	17	455,260
1899.....	697	436,785	.....	563,405	90	14	555,685
1898.....	729	472,990	.....	570,940	578	12	599,917
1897.....	1,447	497,965	.....	497,525	681	73	856,581
1896.....	1,298	448,105	.....	253,919	856	19	228,217
1895.....	3,127	419,703	.....	851,843	1,780	72	255,780
1894.....	1,979	458,459	.....	877,840	1,422	11	288,964
1893.....	2,508	491,965	.....	414,869	2,212	18	264,906
1892.....	1,912	419,016	545	485,121	1,811	10	800,986
1891.....	8,085	588,106	.....	370,971	1,651	19	261,446
1890.....	2,474	889,280	257	144,407	722	72	114,946
1889.....	2,708	346,649	548	832,084	1,159	10	249,964
1888.....	30,650	297,923	.....	98,896	8,101	19	43,128
1887.....	6,590	816,281	1,569	11,942	618	16	1,989
1886.....	82,887	242,078	791	105,880	771	19	2,468
1885.....	12,172	297,897	100	1,614	1,621	75	2,524
1884.....	22,204	216,821	90	190,990	1,268	75	4,454

## RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

YEARS.	MOLASSES.				COFFEE.			RICE.	
	RECEIPTS.		SHIPMENTS.		RECEIPTS.		SHIP'TS	REC'TS.	SHIP'TS
	Bbls.	Kgs.	Bbls.	Kgs.	Bags.	Pkgs.	Pkgs.	Sks & bls	Pkgs.
1908.....	69,710	.....	159,189	48,860	432,145	94,821	617,914	2' 65	268,194
1907.....	61,574	326	134,046	88,300	832,265	120,859	523,815	11' 75	229,498
1901.....	51,590	1,940	131,177	43,882	674,675	186,340	508,865	1' 30	142,947
1900.....	30,710	630	150,408	48,726	860,671	72,912	554,440	11' 15	104,684
1899.....	40,510	2,606	178,635	114,862	290,700	.....	406,806	11' 05	112,497
1898.....	28,540	1,148	121,853	118,265	274,928	.....	846,168	12' 75	87,477
1897.....	25,138	2,217	141,114	53,315	820,005	.....	279,695	1' 01	72,519
1896.....	16,630	1,609	57,731	27,632	403,888	.....	262,565	1' 00	64,616
1895.....	21,197	304	71,597	28,829	259,289	.....	304,977	1' 39	62,218
1894.....	39,929	516	118,924	26,557	346,613	.....	309,407	4' 75	70,254
1893.....	28,822	318	70,463	44,871	243,847	.....	280,920	1' 59	.....
1892.....	23,344	475	55,899	86,188	265,096	.....	367,109	11' 50	71,894
1891.....	23,130	392	74,210	29,827	253,154	.....	232,997	1' 92	69,510
1890.....	24,262	1,138	47,289	10,361	222,765	.....	202,810	11' 70	58,816
1889.....	18,979	1,167	89,549	80,786	211,789	.....	196,682	65,653	67,716
1888.....	22,800	1,349	71,806	48,854	192,940	.....	225,508	74,181	68,116
1887.....	37,303	19,540	36,611	24,848	181,313	.....	212,919	79,604	50,689

RECEIPTS, TEA	Year.	Pkgs.
.....	1908.....	21,680
.....	1907.....	16,990
.....	1901.....	21,246
.....	1900.....	39,845
.....	1899.....	15,400
.....	1898.....	27,160
.....	1897.....	27,112
.....	1896.....	16,157
.....	1895.....	24,567
.....	1894.....	72,657

RECEIPTS, GLUCOSE	Year.	Bbls.
.....	1908.....	51,050
.....	1907.....	45,120
.....	1901.....	48,489
.....	1900.....	68,100
.....	1899.....	70,580
.....	1898.....	48,980
.....	1897.....	59,220
.....	1896.....	69,971
.....	1895.....	60,010
.....	1894.....	75,968

**FOREIGN COMMERCE OF ST. LOUIS IN 1903.**

By JAMES ARBUCKLE, Manager Latin-American Club and Foreign Trade Assn.

The advance which the United States has made in foreign commerce during the past decade has been something remarkable. The imports and exports together for the fiscal year of 1903 is the largest in the aggregate yet recorded. The imports amount to \$1,025,719,237, and the exports to \$1,420,141,679, or a total of \$2,445,860,916. The balance in our favor being \$394,422,442.

The value of the agricultural products exported was \$873,322,882, an increase of \$21,857,260.

The value of manufactured exports was \$407,526,159, an increase of \$3,884,758 over 1902.

The product of the forest was \$57,835,891, an increase over 1902 of \$9,647,285.

These figures show a substantial and continued growth in our foreign trade, and is one of the main features which gives us our remarkable and continued prosperity.

**LATIN-AMERICAN TRADE.**

The trade with the Latin-American countries is one which is of especial interest to the manufacturers and exporters of St. Louis. Situated on the Mississippi River, convenient to the gulf ports where lines of steamers connect with Mexico, West Indies and further South, this city must necessarily, as a great manufacturing center, be a mart for the sale of the products to those countries. The great trunk lines of railroads of the Southwest converging to this city must surely give us control ultimately to a large extent of the trade with Mexico.

The construction of the Panama Canal and its comparative nearness to the gulf ports ought to place us in an advantageous position with the Pacific Coast trade of both North and South America.

Our exports to Mexico have been steadily increasing each year, and we are supplanting to a large extent Mexico's trade with European countries pretty much in all lines.

For the fiscal year 1903 the United States exports to that country had increased largely over the previous year.

The following statistics show our trade with the principal countries of Latin-America for the fiscal year of 1903:

	Exports to	Imports from
Mexico .....	\$42,227,786	\$61,802,902
Cuba.....	21,769,572	62,841,942
Brazil.....	11,155,565	71,583,086
Chili.....	8,753,222	7,155,839
Central America States....	6,025,439	9,060,098
Argentine.....	1,135,840	4,794,000

It will be observed that we import from these various countries much more than we export to them.

Mexico ships us principally metals and jeniquin.

Cuba, sugar and tobacco.

Brazil, coffee.

Chili, nitrate of soda.

Central America States, coffee, fruit and hides.

Argentine, hides, etc.

The share of St. Louis in this trade is mostly with Mexico and Cuba. With Mexico we have a regularly increasing trade in hardware, shoes, hats and general lines of goods. The trade has been generally profitable and has increased much within the past few years.

In years of crop failures St. Louis has shipped heavily of grain to various parts of the Republic.

Our trade with Cuba is mostly in flour, corn and provisions. The shipment of flour is very extensive to all parts of the island. We also sell them considerable hardware and some shoes.

St. Louis manufacturers are seeking market in all parts of the world.

CITY HALL, ST. LOUIS.

**ST. LOUIS MUNICIPAL AFFAIRS.**

From the report of MR. JAMES Y. PLAYEN, Comptroller, for the fiscal year ending April 13th, 1903.

**CONDITION OF THE TREASURY.**

The balance in the treasury at the end of the fiscal year, April 13th, 1903, was \$6,292,592.62. To this amount is to be added for uncollected special tax bills for the opening, sprinkling and changing grades of streets, maintaining boulevards, and for money advanced out of the treasury to pay judgments granted by the Circuit Court, \$332,259.56, making the total resources of the treasury \$6,624,852.18. To be charged against this amount is the balance standing to the credit of special funds and accounts aggregating \$3,636,743.16. After deducting this amount from the resources of the treasury, an unappropriated surplus of \$2,988,109.02 remains, as against \$2,865,331.86 for the preceding year.

Interest and public debt revenue.....	\$ 786,009.24
Municipal revenue .....	875,759.93
Water works revenue.....	1,826,240.99
Harbor fund.....	50,098.86
	<u>\$2,988,109.02</u>

## REVENUE AND APPROPRIATIONS.

The resources of the revenue funds for the present fiscal year, including unappropriated balances, April 7, 1902, were as follows:

Interest and public debt revenue.....	\$ 2,280,420.68
Municipal revenue.....	7,110,826.97
Water works revenue.....	8,368,782.57
Harbor fund .....	185,474.84
	<u>\$12,895,504.56</u>

## BONDED DEBT.

At the close of the fiscal year ending April 7th, 1902, the bonded debt, including five million dollars of 3.25 per cent twenty-year gold bonds issued in aid of the St. Louis World's Fair celebrating the Louisiana Purchase Centennial, was \$23,916,278.30. In January, 1903, the city purchased and cancelled \$180,000.00 of World's Fair bonds, reducing the bonded debt at the close of the fiscal year ending April 13th, 1903, to \$23,736,278.30. The annual interest charges on the entire bonded debt during the year just closed amounted to \$939,649.17, an average rate of 3.95 per cent.

## SINKING FUND.

At the close of the fiscal year ending April 7th, 1902, the balance in the sinking fund established under the provisions of the charter for the redemption and purchase of bonds outstanding on the seventh day of April, 1890, was \$653,868.85. To this should be added the sum of \$421,590.72 set apart for sinking fund purposes for the year just closed, making a balance to the credit of sinking fund account, April 13th, 1903, of \$1,075,456.57.

During the fiscal year there was purchased out of the \$181,000.00 set apart for sinking fund purposes for the purchase and redemption of World's Fair bonds, \$180,000.00 of bonds, at ninety-eight and accrued interest, or \$176,400.00, which left a balance at the close of the fiscal year of \$4,600.00 to the credit of the sinking fund provided for the redemption and purchase of World's Fair bonds.

## TAXATION.

The assessed valuation of real and personal property for the taxes of 1903 is \$415,530,210.00, of which \$337,323,410.00 is assessed as the valuation of real estate and \$78,206,800.00 as the value of personal property.

The State Board of Equalization assessed the value of railroad, bridge, telegraph, express and street railroad property for the year 1902 at \$28,019,385.00. There is no doubt that the assessment for taxes of 1903 will exceed the previous assessment by at least two million of dollars.



The rates of taxation for 1903 on the \$100.00 valuation as compared with the rates for 1902 are as follows:

	1903.	1902.-
For payment of debt and interest (bounds outstanding April 7th, 1890).....	\$ .20	\$ .12
For interest and sinking fund, World's Fair bonds	.10	.10
For general municipal purposes.....	.96	1.21
Total City.....	\$1.26	\$1.43
For Public Library.....	.04	.04
Total.....	\$1.30	\$1.47

Under the provisions of the Constitution as amended, the rate of taxation for 1903, for city purposes, has been fixed at \$1.47 on the \$100.00 valuation, a net increase of \$0.17 over the previous year. The rate for interest and sinking fund purposes on account of the bonded indebtedness outstanding on April 7th, 1890, was reduced \$0.08, and the rate for general municipal purposes was increased \$0.25.

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. ALBERT O. ALLEN,  
STATE AUDITOR, JANUARY 7, 1904.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1903 taxes.....	\$1,097,220,665 00
Railroad, Bridge and Telegraph property, including street railroad property for 1903 taxes.....	125,424,191 12
Merchants and Manufacturers, valuation for 1903 taxes (Esti- mated).....	76,940,160 00
Total .....	<u>\$1,299,585,016 12</u>
Balance in Treasury, December 31, 1902.....	\$ 1,998,402 71
Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1903.....	5,331,530 29
Disbursements during the year 1903, for all purposes.....	5,496,147 47
Balance in Treasury December 31, 1903 .....	<u>1,833,785 53</u>

STATE DEBT, JANUARY 1, 1904.

There is no State bonded debt. The last of the State bonds were called in and paid off February 28, 1903.  
The State debt January 1, 1904, consisted of the following described

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.....	\$2,909,000 00
School certificates, 5 per cent.....	250,000 00
	<u>\$3,159,000 00</u>
Seminary certificates, 6 per cent.....	\$ 122,000 00
Seminary certificates, 5 per cent.....	1,117,839 42
	<u>\$1,239,839 42</u>
Total School and Seminary fund certificates.....	\$4,398,839 42

## MINING INDUSTRIES OF MISSOURI.

By J. W. MARSTELLER, Secretary Bureau of Mines, Mining  
and Mining Inspection.

Sufficient data is at hand to furnish a very close estimate of the output, prices received for same, and the value of our mine products for the year 1903, which is as follows:

Zinc ores mined, 212,257 tons at \$34.00 per ton.....	\$ 7,216,738
Lead ores mined 142,547 tons at 49.12 per ton.....	7,002,936
Coal mined, 4,600,000 tons at 1.46 per ton.....	6,716,000
Total.....	\$20,935,674
Total production 1902.....	17,696,808
Increase for the year.....	\$ 3,238,866

This increase of 18.30 per cent, considering the volume of the business, is most gratifying, and reflects very clearly the vigorous and healthy industrial conditions prevailing in our State during the past year.

### ZINC ORES.

Our output of zinc ore so far as tonnage is concerned shows a falling off compared with 1902; the value of the product, however, shows an increase of 13 per cent. The highest prices reached in the first quarter for the best grade of ore ranged between \$33 and \$40.50 per ton; for the second quarter, between \$40 and \$42.50; the third quarter, from \$40 to \$41, and the last quarter, from \$33 to \$39 per ton. The above prices are for best ores assaying between 64 and 65 per cent, based upon the 60 per cent assay basis. If, for instance, one bin of ore assays 60 per cent and \$36 per ton is paid for it, and another bin assaying 64 per cent, \$40 would be its value. The average price which was received last year for all grades of zinc ores, including the silicates, was \$34 per ton. This is \$1.07 better than the average for any year in our mining history, and when compared with \$24.58 per ton, which is the average price received from 1873 to the beginning of 1903, it would appear to be a very good price and should be satisfactory.

In Southwest Missouri, where the great bulk of our zinc ores are produced, conditions have prevailed that seriously interfered with steady and active operations and of necessity cut short the output. The first and most important of which during the early part of the year was the shortage of cars, many thousands of pounds of ore being

shipped in open cattle and coal cars. Fuel with which to make steam was difficult to secure, coal never being so scarce before in that section; then to add to the troubles, blasting powder was far short of the demand. Then again the operators upon the slightest indication of a decline in the price of the ore caused a curtailment in the production. As a result, prices have been well maintained, but the output has not been so great. Still, it looks like the operators were ahead as they mined 50,000,000 pounds more of zinc in 1902 than they did this last year and received \$85,000 less for it than they did for this year's product.

The zinc industry for the current year is one of great promise, and bids fair to excel all previous experience, barring national troubles in a business way.

#### LEAD ORES.

With lead ores we find the mining situation exactly reversed from that of zinc ores. Southeast Missouri produced three-fourths of lead ore output of the State, while Southwest Missouri produced a still greater percentage of the zinc ores. Out of a total of 142,547 tons of lead produced during the past year, Southeast Missouri is credited with 115,767 tons at \$48 per ton, making its value \$5,556,816. The southwest produced 26,780 tons, at \$54 per ton, equal to \$1,446,120. The total for the State amounted to \$7,002,936, or an increase over 1902 of \$1,635,871. It will be noticed that there is a difference between the lead ore price of Southeast Missouri, which is given at \$48 per ton and the lead ore of the Southwest, which actually sold for \$54 per ton. The explanation is furnished that the Southwest lead is the purest; one thing, however, of which we are convinced is that prices furnished for Southwest lead ore is based upon actual sales, while the Southeast Missouri lead ore prices are simple estimates. The prices which were received this last year for the product show a very decided advance, being at least \$7.00 per ton more than was realized last year. The possibilities for our lead industry for the current year are equally as promising as that for zinc ores. New mines and extensive plants have been added during the last year, and with a good market still further increase of our lead ore product may be expected.

#### MISSOURI COAL.

The coal trade of the State for 1903 marks the period of its greatest production, and for the best average price received for the same as well. The output of 4,600,000 tons is an increase of 536,428 tons over 1902. This output was sold at the mines at an average of \$1.46 per ton for all grades, making the value of the product amount to \$6,716,000, which is an increase over 1902 of \$1,390,168, or 26.10 per cent. The year 1889 is the date from which we can record the actual production with certainty; in that year we outputted 2,223,477 tons.

There was a gradual increase from that time until June 30, 1893, when the output was 3,190,442 tons. From that time until and including 1895 there was a decline, the output amounting to only 2,283,081 tons. Since then there has been a steady increase, the output for the year just closed showing that in eight years our coal production has more than doubled and its value increased \$4,040,310, or 151 per cent.

Surrounded by coal producing States, with their coal fields bordering us on the north, south, east and west, our market is altogether a home market, with the best and largest consumer in the State (St. Louis) lost to us by reason of its nearness to the coal fields of Illinois. In view of the facts mentioned, what better evidence can be furnished of our industrial growth and progress than that our home market has demanded from our own State alone coal which in value exceeds the demand of eight years ago by four million and forty thousand dollars?

The current year is full of promise of better things still. Numerous new and extensive mines have been opened and will throw their product on the market. The operators are receiving better prices than ever before, while the miners have had decided advances in the price paid for mining. There is but one strike that can be dignified by a record during the past year, and with a scale of wages agreed upon between the operator and miners which runs until September 21, 1904, we may expect a continuance of that harmony and good feeling between employer and employe with which we have been blessed for some time.

Our mines are as well managed and as well equipped as the mines of any State, their safety and sanitary condition are unexcelled, and their most perfect inspection is reflected by the small number of accidents when compared with other States in the Union.

We have not sufficient data at present to give a correct estimate of the nickel, cobalt, copper, iron, baryta and tripoli which has been mined during the past year in considerable quantity. Enough, we trust, has been furnished to show the very flourishing and healthy condition of our mining industries.

POPULATION OF ST. LOUIS.

AREA 62½ SQUARE MILES.

1820 .....	4,928	1859 .....	185,567
1828 .....	5,000	1866 .....	204,324
1830 .....	5,863	1870—United States Census.....	310,867
1833 .....	6,397	1880—“ “ “ .....	350,523
1835 .....	8,316	1885—Estimated .....	400,000
1837 .....	12,040	1888—“ .....	450,000
1840 .....	16,469	1890—United States Census.....	451,772
1844 .....	24,140	1900—United States Census .....	575,288
1850 .....	74,439	1901—Estimated.....	600,000
1852 .....	94,000	1902—Estimated.....	621,000
1856 .....	125,200	1903—Estimated.....	700,000

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY  
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS.	CITY ST. LOUIS.	RATE OF TAXATION.	
	Real Estate.	Real & Pers'nal.	Old Limits.	New Limits.
1864.....	53,205,890	\$ 63,059,078	2.60	....
1865.....	73,960,700	87,625,534	2.75%	....
1866.....	81,951,610	105,245,210	3.00	....
1867.....	88,625,600	112,907,660	2.95	....
1868 .....	94,363,870	116,563,140	2.85	....
1869... ..	113,636,410	128,593,480	2.85	....
1870.....	119,090,800	147,969,660	....	....
1871.....	123,833,950	158,373,430	2.80	....
1872.....	129,235,180	163,689,570	2.78	....
1873.....	149,144,400	180,278,950	2.76	....
1874.....	141,041,490	172,109,270	2.68.5	....
1875. ....	131,141,090	166,999,660	3 48.5	....
1876.....	132 786,450	166,441,110	3.42.5	....
1877.....	148,012,750	181,345,560	2.80	....
1878.....	140,976,540	172,839,980	2.60	1.35
1879.....	136,071,670	163,813,920	2 60	1.35
1880.....	135,824,980	160,493,000	2.60	1.35
1881.....	139,897,470	167,364,230	2 60	1.35
1882.....	161,679 250	191,948,450	2.58	1.33
1883.....	163,479,060	192,563,640	2 55	1.30
1884.....	178,596,650	210,124,870	2.55	1.30
1885.....	177,857,240	207,910,350	2.55	1.30
1886 .....	187,291,540	218,371,280	2.55	1.30
1887.....	184,815,560	217,142,320	2.50	1.30
1888.....	195,978,250	227,769,960	2.30	1 70
1889.....	196,185,840	230,338,810	2.20	1 60
1890.....	214,971,080	248,827,830	2.20	1 60
1891.....	215,333,980	255,113,690	2.20	1 80
1892.....	243,239,140	284,518,550	2.05	1.60
1893.....	242,737,430	287,828,420	2.05	1.67
1894.....	270,288,800	315,292,560	2.05	1.67
1895.....	286,098,900	320,496,640	2.05	1.67
1896.....	296,419,690	345,940,150	2.05	1.67
1897.....	299,635,220	344,749,700	2.05	1.67
1898.....	314,975,540	360,516,660	2.05	1.67
1899.....	330,019,980	374,588,490	1.95	1.57
1900.....	337,201,940	380,779,280	1.95	1.57
1901.....	342,252,540	394,722,700	1.90	1.90
1902.....	357,701,410	418,046,300	1.95	1.95
1903.....	365,683,250	443,865,560	2.15	2.15

City Assessment .....	\$415,824,520
Board of Equalization for Railroads, Bridges, Telegraph, Express and Street Railroad Property.....	28,041,040
Total.....	\$443,865,560
City Tax, \$1.47; State, 18c; School, 50c.....	\$2 15

## BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE  
CITY OF ST. LOUIS DURING THE YEAR 1903 AND 1902.

Prepared by G. U. HEIMBURGER, Commissioner of Public Buildings.

## BUILDING PERMITS ISSUED.

1903.			1902.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January.....	260	\$ 581,212	January.....	268	\$ 735,453
February.....	304	800,089	February.....	194	671,511
March.....	377	2,023,899	March.....	363	1,087,703
April.....	401	2,892,470	April.....	434	1,353,788
May.....	383	803,580	May.....	409	1,068,082
June.....	369	747,680	June.....	433	1,614,902
July.....	426	1,471,806	July.....	446	1,178,233
August.....	448	741,904	August.....	449	1,207,416
September..	529	923,874	September....	480	775,035
October.....	592	1,659,133	October.....	435	1,175,600
November..	396	635,619	November....	319	959,824
December...	317	1,263,184	December..	282	1,026,488
Totals.....	4,802	\$ 14,544,430	Totals.....	4,502	\$12,854,035

## BUILDING PERMITS ISSUED FOR TWENTY-TWO YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1903.....	2,177	2,625	4,802	\$14,544,430
1902.....	2,268	2,236	4,502	12,854,035
1901.....	1,898	1,824	3,722	13,207,991
1900....	1,380	1,163	2,543	8,916,984
1899.....	1,539	961	2,500	8,249,565
1898.....	1,861	796	2,657	7,888,889
1897.....	2,549	771	3,320	9,471,640
1896.....	2,843	686	3,529	10,084,908
1895.....	2,862	780	3,642	14,881,060
1894.....	2,977	876	3,853	11,844,700
1893.....	2,748	1,089	3,837	12,857,667
1892.....	3,496	1,286	4,782	16,971,978
1891.....	2,976	1,459	4,435	13,259,950
1890.....	2,665	1,329	3,994	13,652,700
1889.....	2,453	1,091	3,544	9,765,700
1888.....	2,145	841	2,986	8,029,501
1887.....	1,842	648	2,490	8,162,914
1886.....	1,733	491	2,224	7,080,819
1885.....	2,160	510	2,670	7,376,519
1884....	1,969	620	2,589	7,316,686
1883.....	1,831	520	2,351	7,123,878
1882.....	1,646	715	2,361	5,010,554

## ST. LOUIS WEATHER FOR THE YEAR '1903.

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By EDWARD H. BOWEN, Local Forecast Official, United States  
Weather Bureau.

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The mean temperature—56.0 degrees—at St. Louis, Mo., for the year 1903 was slightly below the thirty years' normal. January was the warmest winter month; February and December were both below their normals, the greatest deficiency, 6.2°, occurring in the last named month. The spring months were mild, each being warmer than normal, the greatest excess falling in March. With the exception of July the summer months were cooler than usual, as were also the autumnal, if October be omitted; the greatest monthly departures from the normal for the two seasons occurred during June and November. The highest temperature for the year was 98° on July 9th, and the lowest, 6° below zero, on February 17th.

The rainfall was below the normal for all months excepting February, June, August and September; November received the minimum amount, 0.61 of an inch, and June and August, the heaviest precipitation, 5.71 and 6.16 inches, respectively. The greatest twenty-four hour rainfall was 3.55 inches, on May 31st and June 1st. The annual precipitation was 33.81 inches, or 3.40 inches below the station normal.

The total wind movement for the year was 87,417 miles, or an average of nearly 10 miles per hour. The prevailing direction was from the south, and the maximum velocity, 52 miles, from the west on January 7th.

The total number of clear days was 138; partly cloudy, 112; cloudy, 115; days with rain (0.01 of an inch or more), 112; with snow, 15; with fog, 8; with hail, 3; with thunderstorms, 45.

### RECORD BY MONTHS.

The mean temperature for January was 33.7°, or 1.9° above normal. The highest temperature was 64°, on the 26th, and the lowest 3°, on the 12th; the absolute range was 61°, and the greatest daily range 31°, on the 29th. The total precipitation was 1.76 inches, or .043 inch below normal. Snow occurred on the 5th, 11th, 20th, 23d and 24th, the total fall being 8.4 inches. The prevailing wind direction was from the south; the maximum velocity, 52 miles, from the west on the 7th. Number of clear days, 13; partly cloudy, 7; cloudy, 11; rainy, 7.

### FEBRUARY.

The February temperature was practically normal, the mean being 33.6, with a minus departure of only 0.9°. The highest temperature



was 62°, on the 1st, and the lowest 6° below zero, on the 17th; the absolute range was 68°, and the greatest daily range 24°, on the 18th. The precipitation was 3.14 inches, or 0.21 of an inch in excess of the normal. Snow occurred on the 4th, 7th, 8th, 15th and 16th, the total fall being 7.6 inches.

There were 8 clear, 7 partly cloudy, 13 cloudy days, and 13 days with 0.01 inch or more of rain during the month. The prevailing wind direction was from the south, and the maximum velocity, 51 miles per hour, from the southwest, on the 4th.

#### MARCH.

The mean temperature for March was 49.4°, or 5.6° above normal. The highest temperature was 78°, on the 17th, and the lowest 20°, on the 1st; the absolute range was 58°, and the greatest daily range 26°, on the 26th. The total rainfall was 3.20 inches, or only 0.13 inch below the normal. There were 10 clear, 8 partly cloudy, 13 cloudy, 12 rainy days, and 2 days with snow during the month, but the total snowfall was only 0.3 of an inch. The prevailing wind direction was south, and the maximum velocity, 37 miles per hour, from the southwest, on the 19th. The last killing frost of spring occurred on the 29th.

#### APRIL.

April's mean temperature was 57.4°, or 0.8° above normal. The highest temperature for the month was 85°, on the 2d, and the lowest, 32°, on the 3d, the only freezing temperature of the month occurring on the latter date. The absolute range was 53°, and the greatest daily range 30°, on the 2d. The total rainfall was 2.79 inches, or 0.64 of an inch below the normal; the greater portion of the rain fell during the first half of the month. Number of clear days, 9; partly cloudy, 8; cloudy, 13; rainy, 14. Thunderstorms occurred on the 10th, 11th, 12th, and 19th. The prevailing wind was from the south, and the maximum velocity, 44 miles, from the west, on the 30th.

#### MAY.

May was slightly warmer than usual, the mean temperature, 69.0°, being 2.6° above normal. The highest temperature was 92°, on the 22d, and the lowest 39°, on the 1st; the absolute range was 53°, and the greatest daily range 27°, on the 2d. The total rainfall was 2.08 inches, or 2.27 inches below the monthly normal, the greatest deficiency occurring during the first half of the month. During the month there were 6 clear, 10 partly cloudy, 15 cloudy, and 14 rainy days. Thunderstorms occurred on the 12th, 20th, 21st, 24th, 25th, 27th, 29th, 30th and 31st. The prevailing wind was from the south, and the maximum velocity, 38 miles per hour, from the southwest on the 27th. Heavy frost occurred on the 1st.

## JUNE.

June was much cooler than usual, the mean temperature,  $70.4^{\circ}$ , being  $5.1^{\circ}$  below normal. The highest temperature,  $90^{\circ}$ , occurred on the 30th, and lowest,  $50^{\circ}$ , on the 12th. The absolute range for the month was  $40^{\circ}$ , and the greatest daily  $22^{\circ}$ , on the 13th. The total rainfall was 5.71 inches, or 1.09 inches in excess of the normal; moderate to excessive rains occurred during the first decade, and light to moderate during the last decade. The greatest 24-hour rainfall for the month, and also for the year, was 3.55 inches, on the 1st. The Mississippi River rose rapidly during the first decade, soon reaching the flood stage. During the first ten days of the month the river rose from 27.8 feet to 38.0 feet above the zero of the gauge, the highest point being reached on the 10th; beginning with the 11th the river receded, and had fallen to 21.0 feet at the close of the month. During the month there were 12 clear, 10 partly cloudy, 8 cloudy, and 8 rainy days. Thunderstorms occurred on the 1st, 4th, 5th, 8th, 19th and 21st. The prevailing wind direction was from the northwest, and the maximum velocity, 28 miles per hour, from the north, on the 8th.

## JULY.

July was the only summer month warmer than normal, the mean temperature,  $80.8^{\circ}$ , being  $1.3^{\circ}$  above the monthly average. The highest temperature,  $98^{\circ}$ , occurred on the 9th, and the lowest,  $65^{\circ}$ , on the 13th; the absolute range for the month was  $33^{\circ}$ , and the greatest daily  $23^{\circ}$ , on the 25th. The total rainfall was 2.68 inches, or 0.90 inch below normal; the heaviest rain occurred during the 2d decade and on the 29th. During the month there were 12 clear, 12 partly cloudy, 7 cloudy and 7 rainy days. Thunderstorms occurred on the 9th, 10th, 11th, 15th, 17th, 28th and 29th. Southerly wind prevailed during the month; the maximum velocity was 34 miles per hour, from the west, on the 21st.

## AUGUST.

The August temperature was practically normal, the mean being  $77.2^{\circ}$ , or only  $0.4^{\circ}$  below the monthly average. The highest temperature was  $97^{\circ}$ , on the 24th, and the lowest  $58^{\circ}$ , on the 31st; the absolute range was  $38^{\circ}$ , and the greatest daily  $26^{\circ}$ , on the 5th. The total rainfall for the month was 6.16 inches, or 3.73 inches above the normal, the largest amount and the greatest excess of any month during the year. The rain was fairly well distributed through the month. There were 11 clear, 12 partly cloudy, 8 cloudy and 12 rainy days during the month. Thunderstorms occurred on the 2d, 4th, 5th, 10th, 13th, 15th, 19th, 26th, 27th and 28th. The prevailing direction of the wind was from the south, and the maximum velocity, 47 miles per hour, from the north, on the 5th.

## SEPTEMBER.

September's mean temperature,  $69.6^{\circ}$ , was only 0.6 of a degree below normal. The highest temperature was  $92^{\circ}$ , on the 7th, and the lowest  $45^{\circ}$ , on the 17th; the monthly range was  $47^{\circ}$ , and the greatest daily range  $29^{\circ}$ , on the 26th. The total precipitation was 3.06 inches, or 0.21 inch above normal; the greater portion of the rain occurred between the 8th and 16th of the month. There were 13 clear, 9 partly cloudy, 8 cloudy, and 6 rainy days during the month. Thunderstorms occurred on the 8th, 9th, 14th and 15th. The prevailing wind direction was from the south; the maximum velocity was 36 miles per hour, from the northwest, on the 26th.

## OCTOBER.

The mean temperature for October,  $59.2^{\circ}$ , was practically normal, being only  $0.3^{\circ}$  above the monthly average. The maximum temperature was  $87^{\circ}$ , on the 3d, and the minimum  $35^{\circ}$ , on the 24th; the monthly range was  $52^{\circ}$ , and the greatest daily  $34^{\circ}$ , on the 25th. The total precipitation was 1.37 inches, or 0.93 of an inch below normal. The greater portion of the rain fell during the first decade. There were 17 clear, 9 partly cloudy, 5 cloudy and 7 rainy days during the month. Thunderstorms occurred on the 4th and 7th. The prevailing direction of the wind was from the southeast, and the maximum velocity, 38 miles per hour, from the northwest, on the 7th. The first killing frost of the season occurred on the 24th.

## NOVEMBER.

The mean temperature for November was  $41.8^{\circ}$  degrees, or  $2.7^{\circ}$  below normal. The maximum temperature,  $71^{\circ}$ , occurred on the 3d, and minimum,  $14^{\circ}$ , on the 18th; the absolute range was  $57^{\circ}$ , and the greatest daily range,  $37^{\circ}$  on the 16th. November was the driest month of the year, the total rainfall being only 0.61 inch, or 2.31 inches below the monthly normal. There were 12 clear, 11 partly cloudy, 7 cloudy and 6 rainy days during the month. The first snow of the season occurred on the 16th. A thunderstorm occurred on the 4th. The prevailing wind was from the southeast, and the maximum velocity, 44 miles per hour, from the northwest, on the 28th.

## DECEMBER.

December was the coldest month of the year, the mean temperature being  $29.8^{\circ}$ , or  $6.2^{\circ}$  below its normal. The maximum temperature was  $56^{\circ}$ , on the 31st, and the minimum,  $1^{\circ}$ , on the 13th. The absolute temperature range was  $55^{\circ}$ , and the greatest daily,  $40^{\circ}$ , on the 12th. The month was dry during the first decade, but the precipitation was fairly well distributed through the last two decades. The total precipitation was 1.25 inches, or 1.04 inches below normal. The river fell steadily

during the first half of the month, reaching a minimum of 0.6 feet above the zero of the gauge, on the 18th, the lowest point reached during the year; the river rose slowly from the 18th, the close of the month, reaching 4.8 feet at the end of the year. There were 15 clear, 9 partly cloudy, 7 cloudy, 6 rainy and 2 snowy days during the month. The prevailing wind direction was from the northwest, and the maximum velocity, 48 miles per hour, from the northwest, on the 25th.

NORMAL CLIMATIC CONDITIONS AT ST. LOUIS, MO.

Extreme and average climatic condition for each month of the year, compiled from the Weather Bureau records of the last 33 years:

MONTH.	TEMPERATURE			PERC'TGE.		Precipitation in inches.	NUMBER OF DAYS.				Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation	
January .....	74	-22	52	75	52	2.19	19	10	11	9	N. W.
February.....	78	-16	54	72	54	2.98	9	9	10	9	N. W.
March.....	85	8	44	69	55	3.33	9	12	10	11	N. W.
April.....	91	22	57	64	50	3.43	10	12	8	10	S. E.
May.....	94	34	66	67	50	4.35	11	12	8	12	S.
June.....	102	44	76	69	48	4.62	9	15	6	12	S.
July.....	107	55	80	67	48	5.58	13	13	5	10	S.
August.....	106	52	78	67	39	2.43	14	13	4	8	S.
September .....	102	37	70	67	38	2.85	15	10	5	7	S.
October .....	91	24	59	65	37	2.30	16	9	6	7	S.
November .....	82	5	44	69	51	2.92	10	10	10	9	S.
December.....	74	-17	36	72	57	2.29	9	10	12	10	S.
Normals and Extremes.	107	-22	56	68	48	37.22	185	135	95	114	S.

— Indicates below zero. Maximum temperature 107 degrees July 24th, 1901. Minimum temperature 22 degrees below zero January 5th, 1884. Absolute range 129 degrees.

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1903.

TAKEN FROM THE RECORDS OF THE U. S. WEATHER BUREAU,  
LOCAL OFFICE.

DAY OF MONTH	January.	February.	March.	April	May.	June.	July.	August.	September.	October.	November.	December.
1.....	T	.01	.	.....	.....	3.55	.....	.02	.....	.02	.24	T
2.....	T	T	.....	.....	.....	T	.....	.15	.....	.....	.12	.....
3.....	T	1.01	.03	.57	.04	T	T	.....	.....	.....	.....	.....
4.....	T	.01	1.03	.....	.....	.07	T	.04	.....	.08	.02	T
5.....	.06	T	T	.....	.04	.16	.....	.37	.....	.04	.06	.....
6.....	.....	.....	.27	T	.09	.07	.....	.02	.....	.....	.....	.....
7.....	T	.01	.35	.09	T	.....	.....	.....	.....	.93	.....	.....
8.....	T	.03	.14	.36	.....	.....	.....	.01	.98	.....	.....	.....
9.....	.....	.....	.....	.....	.....	T	.....	.....	.05	.....	T	.....
10.....	T	.05	.49	.33	.....	.....	.80	T	.45	.....	.....	T
11.....	.86	.31	.....	.27	.....	.....	.05	.48	.....	.....	.05	T
12.....	.....	.....	.....	.20	.03	.....	.12	.77	.....	.....	.....	.03
13.....	.....	.01	.....	.24	.21	.....	.....	.97	T	.....	T	.01
14.....	.....	.02	.....	.18	.03	.....	T	.....	.....	.02	.....	.....
15.....	.....	1.21	T	T	T	.....	.....	.36	1.06	.22	.....	.....
16.....	.....	.01	.10	.02	.....	.....	.01	.....	.43	.....	T	.....
17.....	T	T	.....	.....	.....	.....	.13	.....	T	.....	.....	.....
18.....	.....	T	.....	.....	.17	.....	.56	.....	.....	.....	.....	T
19.....	.....	.....	.03	.22	.04	.06	.....	T	.....	.....	.....	.15
20.....	.01	.....	.66	.17	.41	.....	.....	.....	.....	.....	.....	.02
21.....	T	.....	.....	.....	.06	.....	T	.....	.....	.....	.....	T
22.....	.....	.....	.....	.....	.....	1.24	.....	.....	.....	.....	.....	.....
23.....	.16	.....	.03	.....	.....	.....	T	.....	.....	.....	.....	T
24.....	.26	.....	.03	.05	T	T	.....	.....	.....	.....	T	.45
25.....	T	.....	.....	.01	.01	.....	.....	.....	.....	.....	.12	T
26.....	.....	.01	.....	.....	T	.34	.....	2.15	T	.....	.....	.....
27.....	.23	.40	.....	.....	.13	.22	T	T	.09	.....	.....	.....
28.....	T	T	.04	.....	.....	.....	T	.63	.....	.....	.....	.....
29.....	.....	.....	.....	.....	.40	.....	1.46	.....	T	T	T	T
30.....	.....	.....	.....	.03	T	.....	T	.....	T	.01	T	.....
31.....	T	.....	.....	.....	.42	.....	T	.....	.....	.....	.....	.....
Total.....	1.76	3.14	3.20	2.79	2.03	5.71	2.63	5.97	3.06	1.37	0.61	1.26
Def'cite.....	-0.43	+0.21	-0.13	-0.64	-2.27	+1.09	-0.90	+3.73	+0.21	-0.93	-2.31	-1.04

+Excess.    -Deficiency.    T indicates precipitation too small to measure.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1903.

DATE.	THE CITY OF ST. LOUIS.																				Total											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sum
January...Max.	43	38	37	38	35	43	44	27	26	28	24	15	68	35	52	49	45	82	39	39	33	49	37	35	35	46	58	62	61	44	50	40.8
..Min.	32	35	30	26	24	27	24	16	18	12	9	3	10	27	28	39	30	22	23	29	20	26	30	28	31	39	48	43	29	29	27	26.6
February...Max.	62	61	45	41	36	40	38	36	52	52	55	51	35	36	33	17	16	23	26	33	36	40	46	36	36	50	61	46	...	...	...	41.1
..Min.	43	41	38	23	19	29	32	29	30	39	40	33	32	30	17	2	-6	-1	3	13	25	20	34	30	30	33	46	27	...	...	...	26.1
March....Max.	36	44	44	47	52	59	63	53	57	55	51	54	64	67	59	69	78	76	76	58	55	58	50	44	44	68	61	47	51	59	70	57.4
..Min.	20	26	32	42	45	50	48	39	41	49	44	42	45	49	41	53	57	62	58	34	35	40	34	29	33	42	42	38	32	38	44	41.5
April.....Max.	80	85	55	55	58	66	71	73	78	68	83	82	59	44	47	60	64	72	70	65	63	54	63	67	67	63	71	82	81	70	...	66.8
..Min.	53	55	32	37	41	49	52	52	55	59	60	58	44	41	41	44	44	51	54	52	47	42	43	51	44	40	48	55	60	40	...	48.1
May.....Max.	59	70	59	71	63	62	71	76	80	80	78	76	71	77	82	86	84	78	84	80	83	92	88	82	82	83	80	84	80	79	66	77.0
..Min.	39	43	47	46	53	54	55	55	62	63	64	64	62	61	60	65	66	66	66	66	67	70	68	71	69	70	68	65	65	63	56	61.0
June.....Max.	72	73	73	76	75	73	82	85	77	73	67	62	75	81	83	86	76	84	86	82	84	71	78	79	81	72	72	72	83	80	...	78.1
..Min.	62	61	63	61	62	60	65	65	66	61	51	50	53	60	63	67	60	64	66	66	67	65	60	64	64	64	62	64	63	73	...	62.6
July.....Max.	93	89	91	90	84	90	91	96	98	93	94	86	81	83	87	85	98	83	86	87	91	86	87	90	95	94	98	94	86	79	77	88.8
..Min.	75	77	76	77	71	73	75	78	77	75	74	72	65	67	73	69	73	71	68	70	75	72	72	70	72	76	76	78	73	70	66	72.7
August...Max.	80	92	94	94	94	84	80	82	84	88	81	77	76	84	86	78	85	86	87	82	88	90	95	97	97	90	94	87	82	75	71	85.6
..Min.	66	72	74	77	68	71	65	68	67	69	65	63	68	65	71	69	68	66	70	65	67	68	72	77	77	72	74	70	68	63	58	69.9
Sept'ber...Max.	76	81	86	83	79	83	92	90	88	78	87	83	84	89	86	63	60	65	75	79	80	83	81	65	65	83	68	73	75	77	...	79.0
..Min.	61	62	66	68	64	64	70	68	71	61	64	71	72	73	63	48	45	43	54	55	58	63	59	43	43	54	48	53	55	64	...	60.1
October...Max.	76	82	87	76	74	80	74	62	60	63	64	67	74	69	66	64	52	60	75	75	77	64	55	52	52	57	57	64	64	70	72	67.9
..Min.	68	62	69	66	63	65	55	52	48	44	46	48	50	56	55	52	47	38	46	57	52	45	41	35	40	43	36	42	46	52	54	50.6
November...Max.	68	70	71	67	57	46	51	63	66	58	63	65	49	48	68	68	81	23	34	41	48	53	54	34	34	27	35	41	33	31	...	50.2
..Min.	55	60	54	52	39	32	33	33	45	39	40	37	37	32	37	31	20	14	19	26	28	39	30	26	27	16	19	29	26	22	...	33.4
Dec'ber...Max.	33	36	50	33	30	42	47	35	32	26	35	51	13	20	23	35	33	46	43	42	52	41	47	44	42	24	48	45	38	37	56	38.5
..Min.	25	26	30	24	20	19	33	23	26	14	23	11	1	9	11	24	15	24	29	27	33	25	35	36	3	3	23	24	16	9	26	21.0

## CUSTOM HOUSE TRANSACTIONS, 1903.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1903, showing foreign value and duty paid.

CHAS. F. GALLenkAMP,  
Surveyor of Customs.

COMMODITIES.	Value	Duty.
Art Works.....	\$ 19,890 00	\$ 3,275 70
Books and Printed Matter.....	12,612 00	3,153 00
Brushes.....	6,557 00	2,622 80
Burlaps and Bagging.....	705,881 00	191,479 62
Chemicals and Drugs.....	895,080 00	109,607 68
China and Earthenware.....	101,894 00	57,773 66
Cutlery.....	91,482 00	23,014 75
Fire Arms.....	73,457 00	33,654 85
Fish.....	160,883 00	19,867 02
Free Goods.....	803,799 00	.....
Glassware.....	20,922 00	12,997 11
Glass, Window and Plate.....	267,820 00	96,211 81
Hops.....	147,561 00	40,286 24
Jewelry and Precious Stones.....	61,517 00	8,002 60
Manufactures, Cork.....	98,282 00	23,273 85
"    Cotton.....	860,146 00	478,611 67
"    Flax.....	240,466 00	112,059 42
"    Leather.....	48,623 00	20,382 72
"    Metal.....	63,767 00	28,692 90
"    Paper.....	51,656 00	15,386 71
"    Silk.....	123,587 00	71,522 72
"    Wood.....	9,339 00	8,236 56
"    Wool.....	87,159 00	81,025 48
Marble and Stone.....	16,518 00	9,500 75
Miscellaneous.....	868,228 00	160,785 86
Oil Cloths.....	68,013 00	80,635 47
Paints and Colors.....	12,280 00	3,616 60
Rice, Granulated.....	50,489 00	7,813 92
Spirituous Liquors.....	59,448 00	68,322 84
Straw Matting.....	148,732 00	66,163 92
Tobacco and Cigars.....	120,799 00	160,175 98
Toys.....	16,369 00	5,729 15
Wines, Sparkling.....	56,135 00	31,264 00
Wines, Still.....	101,555 00	40,939 33
Wire.....	267,837 00	109,958 32
Collections from all other sources.....	.....	68,314 13
Total, 1903.....	\$5,671,495 00	\$2,164,371 08
Total, 1902.....	4,712,562 00	1,906,151 43

## CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1903.—CHAS. F. GALLENKAMP, SURVEYOR.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1902.....	\$218,863 00	\$172,885 75	.....	.....
January, 1903.....	98,059 00	25,208 84	\$179,609 00	\$ 88,174 07
February, ".....	14,768 00	15,859 01	25,911 00	23,771 19
March, ".....	82,845 00	20,566 64	28,534 00	26,022 82
April, ".....	11,823 00	10,270 37	24,238 00	21,496 18
May, ".....	23,605 00	27,941 01	26,919 00	17,004 72
June, ".....	47,118 00	27,052 07	20,019 00	19,420 71
July, ".....	69,710 00	44,680 19	49,672 00	24,003 44
August, ".....	86,129 00	85,670 88	50,492 00	20,156 58
September, ".....	40,980 00	21,701 76	48,126 00	24,621 88
October, ".....	58,625 00	29,842 81	64,072 00	31,762 08
November, ".....	111,155 00	54,563 74	46,558 00	24,888 15
December, ".....	142,615 00	74,885 40	159,581 00	86,025 63
TOTALS.....	\$940,245 00	\$560,057 42	\$728,783 00	\$402,299 40
In Warehouse Dec. 31, 1903....	.....	.....	216,512 00	157,758 02

Statement of Commodities, exported in bond from the Port of St. Louis during the year ending December 31, 1903.

CHAS. F. GALLENKAMP,  
Surveyor of Customs.

COMMODITIES.	Gallons.	Pounds.	Value.
Beer.....	576,552	.....	\$866,896
Burlap Bags.....	.....	3,213,827	228,133
Dry Plates.....	.....	548,148	90,216
Steel Wire Rope.....	.....	915,701	77,676
Tobacco.....	.....	110,592	34,201
Calendars.....	.....	14,287	2,042
Ammonia.....	.....	87,372	9,342
TOTAL.....	576,552	4,834,422	\$808,008



**STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS  
POSTOFFICE DURING 1901, 1902 AND 1903.**

**FRANK WYMAN, Postmaster.**

**REVENUES.**

	Receipts.	Expenitures.
1903.....	\$3,111,490.59	\$1,630,697.06
1902.....	\$2,736,763.05	1,380,574.82
1901.....	2,240,429.72	1,241,282.07
Increase in receipts.....		\$ 874,727.54
Increase in net revenue .....		124,605.30

**DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN  
ST. LOUIS.**

		Increase.
Total pounds handled in 1903..	41,628,843	6,895,461
Total pounds handled in 1902.....	34,733,382	
Total pounds handled in 1901.....	30,521,550	
Total number pieces outgoing handled in 1903...	304,907,161	22,585,715
Total number pieces outgoing handled in 1902...	282,321,446	
Total number pieces outgoing handled in 1901 ..	245,784,171	

**RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.**

Total pounds, 1903.....	7,883,716	Total pieces handled, 1903.	106,807,130
Total pounds, 1902.....	7,131,521	Total pieces handled, 1902.	101,530,509
Total pounds, 1901.....	6,561,386	Total pieces handled, 1901.	94,506,880

**MAIL MATTER COLLECTED AND DELIVERED BY CITY  
DELIVERY.**

Total pounds, 1903.....	24,565,784	Total pieces, 1903.....	466,749,896
Total pounds, 1902.....	23,816,173	Total pieces, 1902 .....	452,507,287
Total pounds, 1901.....	18,437,827	Total pieces, 1901.....	378,194,367

**LOCAL DROP MAIL.**

	1903. Pounds.	1903. Pieces.	1902. Pounds.	1902. Pieces.	1901. Pounds.	1901. Pieces.
Letters .....	969,158	58,149,480	907,101	54,526,060	904,961	54,297,660
Cards.....	89,270	6,872,250	87,536	6,591,900	86,968	5,545,200
Circulars.....	178,297	7,131,880	152,110	6,084,400	148,780	5,951,200
Second Class....	278,900	3,067,900	276,710	3,043,810	273,549	3,009,089
Third Class.....	348,905	6,978,100	320,944	6,418,880	289,788	5,795,760

**RECEIPTS AND DISPATCH OF REGISTERED MAIL.**

Total number, 1903.....	4,010,669
Total number, 1902.....	3,520,990
Total number, 1901.....	2,843,506

**ISSUING AND PAYMENT OF MONEY ORDERS.**

	Number.	Amount.
1900.....	1,406,489	11,073,684.06
1902.....	1,212,491	\$9,603,590.21
1901.....	1,157,718	8,895,069.82

U. S. INTERNAL REVENUE COLLECTIONS

IN THE FIRST DISTRICT OF MISSOURI.

BENJ. WESTHUS, Collector.

	1898.	1899.	1900.	1901.	1902.	1903.
<b>Lists (penalties, etc.)</b> .....	\$ 132,435 70	\$ 98,968 35	\$ 160,739 11	\$ 183,472 82	\$ 144,345 84	\$ 73,181 18
<b>Spirits Stamps</b> .....	1,134,829 74	685,729 77	168,865 18	120,988 89	48,500 21	45,185 81
<b>Tobacco Stamps</b> .....	5,627,080 61	8,000,788 62	9,515,395 13	8,885,848 32	6,485,205 24	4,852,525 71
<b>Cigar and Cigarette Stamps</b> .....	524,873 82	281,672 46	210,167 14	192,622 07	173,553 87	187,159 93
<b>Snuff Stamps</b> .....	1,756 02	2,002 56	1,788 12	1,574 19	849 85	635 76
<b>Beer Stamps</b> .....	3,015,508 03	3,885,760 87	4,286,181 76	4,302,891 02	3,422,974 65	2,826,874 72
<b>Special Tax Stamps</b> .....	164,030 75	176,871 29	177,609 16	185,497 10	167,613 92	169,670 50
<b>Playing Cards</b> .....	15 70	9 08	4 14	2 48	5 50	2 20
<b>Mixed Flour</b> .....	120 10	164 03	99 00	62 00	75 00	118 01
<b>Documentary Stamps</b> .....	698,886 92	928,504 95	935,898 63	494,911 23	127,708 30	3,999 61
<b>Proprietary Stamps</b> .....	145,983 42	216,000 26	219,801 59	122,706 72	12,435 41	.....
<b>Oleomargarine</b> .....	.....	.....	.....	.....	5,615 10	15,199 80
<b>Total</b> .....	\$ 11,440,470 80	\$14,276,461 24	\$15,676,548 96	\$14,490,058 84	\$10,588,877 39	\$ 8,174,563 22

THE CITY OF ST. LOUIS.

## FIRE RECORD FOR 1903.

As Reported by Underwriter's Salvage Corps.

## FIRES FOR WHICH NO ALARMS WERE GIVEN.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses.	Insurance.	Losses.
January .....	\$ 117,525 00	\$ 896 40	\$ 65,198 00	\$ 1,582 68
February .....	72,575 00	968 15	28,884 17	412 51
March .....	82,528 00	661 66	38,800 00	846 69
April .....	75,863 00	826 81	38,100 00	422 87
May .....	72,060 00	1,910 88	28,600 00	747 79
June .....	88,191 00	287 15	28,200 00	371 47
July .....	79,275 00	788 58	29,860 00	480 57
August .....	201,685 00	2,151 76	40,310 00	927 61
September .....	46,925 00	480 80	85,078 07	1,158 28
October .....	102,804 00	428 70	52,800 00	436 88
November .....	80,925 00	184 68	16,050 00	236 70
December .....	82,900 00	813 46	51,850 00	571 44
Totals .....	\$ 949,861 00	\$ 8,988 97	\$ 425,800 24	\$ 6,280 80

INSURANCE LOSSES AND PERCENTGES ON BUILDINGS AND CONTENTS  
DURING A NUMBER OF YEARS.



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UNION STATION, ST. LOUIS.

## RAILROAD TRANSPORTATION.

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By E. S. TOMPKINS, Commissioner, St. Louis Traffic Bureau.

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Many miles of new railroad have been constructed in the Southwest in the last three years. These improvements called for the investment of a large amount of money and this has resulted in the opening up and development of new and naturally rich sections in Oklahoma and Indian Territory, as well as in adjoining states.

The older lines have also been improved and some of them practically rebuilt, but with all the improvements, the railroads have not been able to haul the tonnage offered to them, although their equipment has been materially increased with locomotives and cars of an improved and heavy type.

This section is exceedingly prosperous, but the indications are that the construction of new mileage in the coming year will be much less than in 1903, due principally to the decline in the price of railroad stocks and the increase in the cost of labor and supplies.

The shutting down of construction for one year will, no doubt, bring about pronounced reductions in the cost of labor and supplies, and then there is every reason to believe that the large returns to be secured through investments in new lines, coupled with the bright outlook for continued prosperity, will result in the resumption of railroad construction in this section.

The vigorous policy pursued by the railroads in developing the varied resources of the Southwest, has resulted in larger returns

than they anticipated and as a result the railroads have not kept pace with the increase in the commerce of this section and further expenditures must necessarily be made to enable them to reap the full returns from their investments in the Southwest and surrounding territory.

Their efforts have also resulted in a large increase in emigration from other sections, which has brought the matter prominently before the Southeastern lines and they are now taking steps to advertise the advantages of the Southeast, and expect to secure, by concerted effort, the same results that have been achieved in the Southwest.

These conditions have brought about an increase in the trade and commerce of St. Louis and the extent of this growth is best shown by the tonnage of our railroads, which has more than doubled in the last eight years, the business of the city in the past year having been only limited by the transportation facilities, which will no doubt also be the case in 1904.

There were more miles of railroad constructed the last year than in 1902 and out of over 5,000 miles built in the United States in 1903, over 2,000 miles were constructed in the Southwest. The preliminary report shows the construction in this territory to have been as follows:

Arkansas .....	263 miles
Indian Territory .....	319 miles
Louisiana .....	446 miles
Missouri .....	250 miles
Oklahoma .....	653 miles
Texas .....	371 miles

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Total, 2,302 miles

These new lines are of special importance to this city as they add to the wealth and business influence of St. Louis and open up new country for development, which is practically all tributary to this market. Some of these new roads are of special importance to St. Louis, as the new line of the Frisco, down the west bank of the Mississippi River, opening a new route to Southeastern Missouri, Memphis and the Southeast.

The St. Louis, Kansas City & Colorado Road is now completed to Versailles, Mo., 176 miles, and, with the grade finished to Kansas City, on which track is being rapidly laid. This will make a new line to Kansas City and give the Rock Island a direct connection with their Kansas and Southwestern System, through that gateway.

A new line is also being built between Old Monroe and Mexico, Mo., which will be used jointly in connection with their roads by the Burlington and Chicago & Alton, as a route for through business between St. Louis and Kansas City, which will make their mileage about the same as the short line and give us five lines of about equal length between the two cities.

The work of improving and increasing the Terminal facilities in this city has steadily progressed during the past year, one of the most important features being the pushing to completion of the inner and outer belt lines around the western part of the city, which will provide for the interchange of through freight between eastern and western roads, without handling through the congested Mill Creek Valley. The length of the inner belt is 5 miles and of the outer belt 16 miles.

The Terminal's outer belt in East St. Louis is being double-tracked and many of the railroad yards in East St. Louis have been improved and increased in size.

The westside lines have increased the capacity of their yards in the northern, southern and western parts of the city.

The Terminal Association have made many improvements in the past year and are at work on others, among which are the new interlocking plant, round house, machine shop, repair yards and power house on the eastside; the new steel approach to the Merchants Bridge on the west side and a new steel viaduct to connect with the Belt Lines. At Union Station, a reconstruction of the entrance tracks, practically doubling their capacity; the new power house and interlocking plant; a sub-way for the rapid handling of baggage, mail and express; new depots for the express companies and the extension of the train shed, 180 feet, which will then cover 11 acres, with 6 miles of track, making it the largest in this country, if not in the world.





**LABS BRIDGE, ST. LOUIS.**

# **BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1903.**

## **AND COMPARISON WITH PREVIOUS YEARS.**

**AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT  
ST. LOUIS DURING 1903,  
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.**

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	105,691	1,543,101	2,027,001
"    "    By Wagon.....	.....	496,900	.....
Merchants' Bridge.....	54,131	.....	799,689
The Wiggins Ferry.....	59,495	1,219,452	1,641,356
"    "    By Wagon.....	.....	421,774	.....
The Carondelet Ferry.....	19,046	.....	531,341
The Interstate Car Transfer.....	14,750	.....	817,125
The Madison County Ferry.....	.....	.....	63,200
Total tons West to East during 1903.....	.....	.....	368,463
"    "    "    "    1902.....	.....	.....	580,756
"    "    "    "    1901.....	.....	.....	777,208
"    "    "    "    1900.....	.....	.....	126,044
"    "    "    "    1899.....	.....	.....	314,186
"    "    "    "    1898.....	.....	.....	159,809
"    "    "    "    1897.....	.....	.....	343,187
"    "    "    "    1896.....	.....	.....	364,450
"    "    "    "    1895.....	.....	.....	325,077
"    "    "    "    1894.....	.....	.....	300,222
"    "    "    "    1893.....	.....	.....	119,000

**FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.**

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	161,589	3,947,085	4,676,335
"    "    By Wagon.....	.....	729,200	.....
Merchants' Bridge.....	51,112	.....	1,076,539
The Wiggins Ferry.....	84,277	2,023,648	2,642,322
"    "    By Wagon.....	.....	519,674	.....
The Carondelet Ferry.....	22,049	.....	681,550
The Interstate Car Transfer.....	14,789	.....	896,160
The Madison County Ferry.....	.....	.....	55,800
The St. Clair Ferry Co.....	.....	.....	20,000
Total Tons East to West during 1903.....	.....	.....	9,539,096
"    "    "    "    1902.....	.....	.....	8,948,109
"    "    "    "    1901.....	.....	.....	7,988,880
"    "    "    "    1900.....	.....	.....	6,415,086
"    "    "    "    1899.....	.....	.....	6,689,631
"    "    "    "    1898.....	.....	.....	6,984,633
"    "    "    "    1897.....	.....	.....	5,446,074
"    "    "    "    1896.....	.....	.....	5,096,866
"    "    "    "    1895.....	.....	.....	5,627,882
"    "    "    "    1894.....	.....	.....	4,873,783
"    "    "    "    1893.....	.....	.....	5,291,175
Total both Ways 1903.....	.....	.....	14,906,558
"    "    "    "    1902.....	.....	.....	14,573,524
"    "    "    "    1901.....	.....	.....	13,810,769
"    "    "    "    1900.....	.....	.....	11,840,140
"    "    "    "    1899.....	.....	.....	11,478,767
"    "    "    "    1898.....	.....	.....	10,144,843
"    "    "    "    1897.....	.....	.....	9,099,261
"    "    "    "    1896.....	.....	.....	8,081,416
"    "    "    "    1895.....	.....	.....	8,453,869
"    "    "    "    1894.....	.....	.....	7,803,944
"    "    "    "    1893.....	.....	.....	8,100,844

LOCAL AND THROUGH TONNAGE.

	1903.		1902.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local .....	14,959,837	68.25	13,164,895	71.25
Total tons freight received, through .....	6,980,976	31.75	5,312,834	28.74
Tons freight received by rail, local.....	14,619,427	67.74	12,747,975	70.58
Tons freight received by rail, through .....	6,980,976	32.26	5,312,834	29.42
Tons freight, excluding coal, received by rail, local.....	8,920,076	53.86	7,699,417	62.08
Tons freight, excluding coal, received by rail, through.....	6,283,222	41.14	4,715,098	37.97

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1903. Tons.	1902. Tons.	1901. Tons.	1900. Tons.
Baltimore & Ohio S. W. R. R.....	679,411	682,275	608,435	598,987
Chicago, Alton & St. L. " .....	47,998	28,542	100,692	86,062
C. O., C. & St. Louis " .....	216,930	160,638	253,914	164,047
Vandalia " .....	530,085	509,619	421,549	406,512
Illinois Central " .....	965,811	1,061,585	922,279	961,854
Wabash " .....	158,078	138,198	100,862	195,849
Louisville & Nashville " .....	798,107	594,745	554,752	474,176
Southern " .....	822,284	646,996	731,223	599,237
Mobile & Ohio " .....	209,840	335,884	293,672	265,126
Toledo, St. L. & Western " .....	50,974	49,014	40,213	94,787
Chicago, Peoria & St. L. " .....	889,893	412,218	406,029	868,766
St. Louis & O'Fallon " .....	240,980	66,264	.....	.....
St. L., I. M. & So. " (Ill. Div.) .....	6,217	3,480	.....	.....
St. L., Belleville & So. " .....	27,117	89,787	37,568	36,884
St. L., Troy & Eastern " .....	1,010,094	755,340	435,053	114,113
St. L., Belleville & Sub. " .....	274,446	169,209	1,472	.....
From Ohio River .....	107,680	58,500	52,515	.....
Total Tons.....	6,534,785	5,706,794	4,955,228	4,860,399

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1889.....	121,530 tons.	1894.....	186,494 tons.	1899.....	292,118 tons.
1890.....	124,835 "	1895.....	207,784 "	1900.....	180,550 "
1891.....	130,050 "	1896.....	218,955 "	1901.....	200,797 "
1892.....	187,327 "	1897.....	172,933 "	1902.....	60,944 "
1893.....	173,653 "	1898.....	225,606 "	1903.....	165,920 "

Receipts of Anthracite Coal in 1899: 261,471 tons local; 30,647 tons through.

"	"	"	1900:	159,208 "	"	21,842 "	"
"	"	"	1901:	198,678 "	"	7,124 "	"
"	"	"	1902:	58,349 "	"	2,595 "	"
"	"	"	1903:	152,765 "	"	13,155 "	"

Receipts of Coke, 1900, 156,858 tons.

" " 1901, 212,608 "

Receipts of Coke, 1902, 163,600 tons.

" " 1903, 205,465 "

## STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH  
RAILROAD AND RIVER, FOR THREE YEARS.

ROUTE.	1903.	1902.	1901.
Chicago & Alton R. R. (Mo Div.).....	252,491	153,049	175,573
Missouri Pacific R. R.....	1,833,429	1,837,697	1,290,543
St. Louis & San Francisco R. R. ....	648,785	611,999	680,034
Wabash Railway (West).....	717,956	605,641	576,297
St. Louis, Kansas City & Colorado R. R.....	215,913	130,736	80,517
Missouri, Kansas & Texas R. R.....	895,910	452,233	362,909
St. Louis-Southwestern Ry.....	126,471	128,293	111,673
St. Louis, Iron Mountain & Southern R. R.....	2,151,479	1,010,149	2,059,912
St. Louis, Iron Mountain & So. Ry. (Illinois Div.).....	156,476	18,212	.....
Illinois Central R. R.....	1,885,888	2,126,099	1,831,505
Louisville & Nashville R. R.....	1,252,772	1,036,963	892,473
Mobile & Ohio R. R.....	1,531,489	1,296,047	983,183
Southern R. R.....	1,292,944	872,929	1,259,555
Baltimore & Ohio Southwestern R. R.....	1,135,325	1,195,403	1,034,893
Chicago, Alton & St. Louis R. R. (Main Line)...	589,116	594,416	603,027
Cleveland, Cincinnati, Chicago & St. Louis R. R .....	676,182	639,738	734,021
Terre Haute & Indianapolis R. R. (Vandalia Line).....	990,402	1,030,523	879,470
Wabash Railroad (East).....	992,019	1,036,850	926,815
Toledo, St. Louis & Western R. R .....	479,956	442,592	347,243
Chicago, Peoria & St. Louis R. R.....	1,111,659	923,555	911,653
Chicago, Burlington & Quincy R. R.....	392,313	390,505	501,151
St. Louis, Keokuk & Northwestern R. R.....	1,136,972	939,026	765,678
St. Louis, Troy & Eastern R. R.....	1,013,514	769,592	440,013
St. Louis, Belleville & Suburban Ry, (Electric)..	274,446	169,209	1,472
St. Louis & O'Fallon R. R., (Electric).....	240,930	66,563	.....
St. Louis, Belleville & Southern R. R.....	27,117	39,787	.....
Upper Mississippi River.....	82,705	83,005	63,470
Lower Mississippi River.....	160,085	243,905	233,883
Illinois River.....	12,035	13,525	27,395
Missouri River.....	1,415	6,030	3,960
Ohio River.....	111,435	59,890	57,313
Cumberland and Tennessee Rivers.....	18,035	19,690	21,330
Upper Mississippi River by Rafts.....	4,700	30,875	50,530
<b>Total in Tons .....</b>	<b>21,920,813</b>	<b>18,477,729</b>	<b>17,896,893</b>
<b>Total by Rail.....</b>	<b>21,580,403</b>	<b>18,060,809</b>	<b>17,433,523</b>
<b>Total by River.....</b>	<b>340,410</b>	<b>416,920</b>	<b>463,370</b>

## STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY  
EACH RAILROAD AND RIVER FOR THREE YEARS.

ROUTE.	1903.	1902.	1901.
Chicago & Alton R. R. (Mo. Div.).....	286,622	161,166	81,643
Missouri Pacific R. R.....	1,174,858	1,020,184	900,820
St. Louis & San Francisco R. R.....	1,825,518	1,095,011	905,877
Wabash Railway (West) .....	477,252	533,855	495,513
St. Louis, Kansas City & Colorado R. R.....	122,681	82,747	89,605
Missouri, Kansas & Texas R. R.....	802,972	869,984	843,085
St. Louis Southwestern Ry.....	72,120	74,199	43,150
St. Louis, Iron Mountain & Southern R. R.....	1,761,884	796,125	1,651,009
St. Louis, Iron Mountain & So. Ry. (Illinois Div.).....	44,561	8,729	.....
Illinois Central R. R.....	878,000	776,133	705,244
Louisville & Nashville R. R.....	528,860	442,206	406,224
Mobile & Ohio R. R.....	993,359	543,617	437,405
Southern R. R.....	628,080	372,551	588,403
Baltimore & Ohio Southwestern R. R.....	275,168	339,596	298,071
Chicago, Alton & St. Louis R. R. (Main Line).....	896,426	578,445	484,592
Cleveland, Cincinnati, Chicago & St. Louis.....	821,044	899,674	443,318
Terre Haute & Indianapolis R. R. (Vandalia).....	434,973	427,798	451,130
Wabash Railway (East).....	792,584	908,602	622,326
Toledo, St. Louis & Western R. R.....	889,162	470,136	507,014
Chicago, Peoria & St. Louis R. R.....	492,754	422,080	318,973
Chicago, Burlington & Quincy R. R.....	496,765	550,686	441,778
St. Louis, Keokuk & Northwestern R. R.....	827,585	617,562	488,485
Upper Mississippi River.....	44,855	23,130	23,392
Lower Mississippi River.....	146,498	174,517	158,498
Illinois River.....	8,825	10,445	9,090
Missouri River.....	2,345	4,840	7,185
Ohio River.....	.....	.....	.....
Cumberland and Tennessee Rivers.....	9,684	11,334	11,111
<b>Total in Tons.....</b>	<b>13,183,880</b>	<b>11,259,848</b>	<b>10,962,836</b>
<b>Total by Rail....</b>	<b>12,971,173</b>	<b>11,085,586</b>	<b>10,653,065</b>
<b>Total by River.....</b>	<b>212,207</b>	<b>224,262</b>	<b>209,271</b>

PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST ST. LOUIS TO NEW YORK, DURING 1903.

DATE.	Meats, Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to May 10th.....	35	23	46	30
May 11th to November 30th.....	35	21	46	30
December 12th to December 31st.....	35	23	46	30

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 3 cents lower than New York.  
Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York rates.  
Meats to Boston 3 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York.

CLASS RATES.

	1		3	4	5	6
To New York.....	87	75½	58	40½	35	29
To Boston.....	94	81½	63	44½	38	31
To Philadelphia.....	85	73½	56	38½	33	27
To Baltimore.....	84	72½	55	37½	32	26

Rate on Grain from St. Louis Elevators 1 cent per 100 lbs. more than East St. Louis rates.  
Rates on other heavy freight from St. Louis 1½ to 5 cents per 100 lbs. more than East St. Louis rates.

ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS TO SOUTHERN CITIES DURING 1903.

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel, C. L.....	22	34	34
Pork per barrel, C. L.....	55	82	82
Grain per 100 lbs., any quantity.....	19	30	20
Meat packed, per 100 lbs., C. L.....	18	30	30
Meat loose, per 100 lbs., C. L.....	18	30	30
Hay per 100 lbs., C. L.....	12	20	20

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs.		Per 100 lbs
1903.....	21.25 cts.	1898.....	28.50 cts.
1902.....	20.66 "	1893 On Grain.....	26.63 "
1901.....	19.33 "	1891 On Wheat.....	29 "
1900.....	19.33 "	1891 On Corn.....	28½ "
1899 On Grain (except Corn).....	21.95 "	1890 On Wheat.....	27½ "
1899 On Corn.....	20 7-10 "	1890 On Corn.....	28½ "
1898 On Corn.....	20½ "	1890 Except Corn.....	28½ "
1897 On Corn for Export.....	17½ "	1890 On Corn.....	28 "
1897 On Grain.....	23-26 "	1888.....	29½ "
1896.....	23 "	1887.....	32 2-15 "
1895.....	23.57 "	1886.....	29 "
1894.....	24.73 "	1885.....	23 1-7 "

## MISSISSIPPI RIVER STEAMBOAT.

## THE RIVERS.

River traffic during the past year was somewhat less than the previous year in the amount of tonnage handled, but fairly satisfactory when the passenger business is considered. No statistics are available as to the passenger traffic but the tonnage of the past three years was as follows.

	1901.	1902.	1903.
Tons received by steamboats and barges .....	412,265	388,045	385,719
Tons received by rafts.....	50,550	50,875	4,700
Tons shipped by steamboats and barges.....	308,271	224,262	212,207
Total.....	672,076	641,182	552,617

There was a good stage of water during the first seven months of the year, eight feet being the lowest reported during that time. During the balance of the year there was a depth of 7 to 10½ feet until the close of November, when 5 to 6 feet was reported.

About the first of June the Mississippi and Missouri Rivers commenced to rise, resulting in a flood that in extent and destructiveness had not been equalled for many years.

The rise commenced on May 30th in the Missouri River and was most destructive at Topeka, Kas., and Kansas City, Mo., and Kansas City, Kansas. The Mississippi commenced to rise about the same date and on June 5th the danger line was reached at St. Louis. The crest was recorded on June 10th between 6 and 8 P. M. at 38 feet on the St. Louis Gauge. The zero of gauge being the low water mark of 1863.



The daily river stages at 7 a. m. on each day until the water began to recede is reported by the Local Forecaster of the Weather Bureau as follows:

June 1....27.8	June 4....31.1	June 7....36.2	June 10....37.9
June 2....29.9	June 5....33.5	June 8....37.3	June 11 ...37.9
June 3....31.2	June 6....34.7	June 9....37.4	June 12....37.7

Much damage to crops and property resulted from the flood, but it is believed no lives were lost in the immediate vicinity of St. Louis.

The importance of the deepening of the channel of the Mississippi River from St. Louis to Cairo to nine feet at all seasons of the year, except when obstructed by ice, is receiving the attention of the Government Engineers. The Board of Engineers for Rivers and Harbors has submitted to Congress through the Chief of Engineers a plan for such improvement by which it will be practicable to secure a channel 8 feet deep and 200 feet wide between St. Louis and Cairo, and 6 feet deep from St. Louis to the mouth of the Missouri. When this is accomplished there will be an impetus given to river traffic which, it is believed, will restore, in part at least, the river trade of ante-bellum days.

The attention of the Rivers and Harbors Committee has been called to the necessity of continuing the improvement of the river above the bridges to the mouth of the Missouri, the reason being that the contraction of the river between the Eads and the Merchants Bridges and the establishment of the harbor line, prevents the discharge of the water as fast as it comes from above, the consequence being that the velocity of the water is checked, the silt carried in suspension drops and the flood line is raised and endangers all industries on the bottom lands on both sides of the river. If the river was contracted to the mouth of the Missouri, so as to increase the velocity of the current, navigation would be improved and more protection given to the low lands on both sides. It is hoped that an appropriation will be made for this needed improvement.

In an exhaustive report on river commerce made November 1st by a joint committee of the Merchants Exchange and Business Men's League, to John F. Crowell, Internal Commerce Expert of the Department of Commerce and Labor, for submission to Congress, the following statement is made:

"Cheap transportation is the growing necessity of the United States and the cheapest transportation cannot be got by railways alone. The river must be used as a complimentary freight carrier, not only to equalize rates but to relieve the railways of the coarser and cheaper freights, in order that they may give better service to the freight that must be quickly transported.

"With an improved channel, investors of capital would be willing to promote steamer and barge lines on the Mississippi River and its

tributaries, as they could then estimate the earnings of their floating property. A company contemplating the operation of barges between New Orleans and St. Louis could make a close estimate on the number of down stream and up stream trips that could be made, which would enable them to figure on the earnings of capital so invested. The earnings of the packets could also be determined in the same way. Nothing discourages investment in the river transportation save the uncertain channel, upon which hinderance depend all the other reasons for the disinclination of capitalists to go into the business."

#### MISSISSIPPI RIVER TOWBOAT AND BARGES.

Through business to New Orleans was light, the barges making but 22 trips and carrying 1,724,220 bushels wheat and 1,025,221 bushels corn for export.

Capt. D. M. Connors, General Agent of the Lee Line of Steamers running southward to Memphis, gives the following report of the business of that line:

"Our business between St. Louis and Memphis, including Memphis, Tenn., from March 12th to December 5th, 1903, has been very satisfactory in regard to tonnage. The high water in March and then again in June, which destroyed three-fourths of the crops in our territory, reduced our inbound tonnage 70 per cent. Otherwise we would have had a phenomenal year in both freight and passenger traffic. The Lee Line has tonnage sufficient to supply all demand that may occur."

Mr. Isaac P. Lusk, Gen. Freight and Passenger Agent of the Diamond Line, gives the following statement of the traffic of the upper river:

"The traffic on the Upper Mississippi, both passenger and freight, has been greater this past year than for a number of years. This

is accounted for solely from the fact that there was a better stage of water during the entire season of navigation of 1903, than there had previously been for a number of years.

"There was frequent rains and no drouth in the Upper Mississippi Valley, consequently, nature provided a good navigable river during the season of navigation.

"With the river improved so that there would be a certainty of being able to run steamers from St. Louis to St. Paul with as good a stage of water as was enjoyed the past year, there would be a wonderful revival of marine interests on the Upper Mississippi; but capital is certainly not going to invest in steamboats with the probability of their having to lay them at the bank one-half of the season of navigation, on account of there not being sufficient water for them to navigate.

"The freight traffic of the Upper Mississippi would have been much heavier the past year, if the owners of steamboat property could have known that there would have been a good stage of water all season, for then they could have made contracts to carry grain and flour shipments for future delivery, but not knowing what stage of water there might be during the later months of the season, and as it is usual to look for low water during the later part of the summer and fall months, contracts could not be made or rates quoted for such traffic.

"The Diamond Jo Line Steamers have added one new steamer to their fleet, the 'New St. Paul.' She is the largest and most complete side wheel passenger steamer ever built or run on the Mississippi River. She has stateroom accommodations for almost 400 first-class cabin passengers. She was finished so late in the season, that she was able to make only one trip, St. Louis to St. Paul.

"Owing to the good stages of water, considerable more lumber and logs were rafted on the Upper Mississippi than usual."

Business on the Tennessee River was very satisfactory, as will be seen by the following report of Mr. J. E. Massengale, Secretary of the Tennessee River Packet Co.:

"Barring the late opening of navigation this Spring, which did not occur until about the 10th of March, on account of ice in the Mississippi River, and the early closing of navigation in the Tennessee River on account of low water, which occurred about the 15th of September, both being very unusual, this has been one of the most successful years this company has ever enjoyed. Our boats being larger, we have been able to handle, during the seven months of actual operating time, about as much as we would during ten or eleven months in years past, but with an opening about the middle of February, which is usual, and closing the middle of December, making about normal conditions, we would have handled considerable more

business. Our shipments of dry goods, boots, shoes and groceries from St. Louis have exceeded any year in the past, and our receipts of lumber, cotton and peanuts from Tennessee River have been larger than any year in the past, particularly so the cotton and peanuts. We have handled approximately 30,000 bales of cotton, 150,000 bags of peanuts and 8,000,000 ft. of lumber.

The business of both the Illinois and Missouri rivers has been fairly satisfactory and up to the average.

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### STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1903.

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#### "DIAMOND JO" LINE.

Steamer Sidney,	Upper Mississippi River.
" St. Paul,	" " "
" Dubuque,	" " "
" Quincy,	" " "

#### EAGLE PACKET COMPANY.

Steamer Spread Eagle,	Upper Mississippi River.
" Bald Eagle,	Illinois River.
" Grey Eagle,	Lower Mississippi River.
" Cape Girardeau,	" " "
" Josie,	" " "

#### ST. LOUIS & CALHOUN PACKET COMPANY.

Steamer Belle of Calhoun,	Upper Mississippi River.
" India Givens,	" " "

#### LEE LINE.

Steamer Peters Lee,	Lower Mississippi River.
" Rees Lee,	" " "
" Georgia Lee,	" " "
" Stacker Lee,	" " "

#### ST. LOUIS & TENNESSEE RIVER PACKET COMPANY.

Steamer City of Memphis,	Tennessee River.
" City of Savannah,	" "

#### ST. LOUIS & HERMAN PACKET COMPANY.

Steamer W. H. Grapevine,	Missouri River.
" Kennedy,	" "
" Buck Elk,	" "

## ST. LOUIS &amp; MISSISSIPPI VALLEY TRANSPORTATION COMPANY.

Steamer S. H. H. Clark,	Lower Mississippi River.
" H. M. Hoxie,	" " "
" Henry Lourey,	" " "

## M. W. WARREN COAL COMPANY TOW BOATS.

Steamer Exporter,	Ohio River.
" Sprague,	" "
" Harry Brown,	" "
" Fred Hartweg,	" "

## INDEPENDENT PACKETS AND TOWBOATS.

Steamer Chester,	Lower Mississippi River.
" Columbia,	" " "
" Lotus Sims,	" " "
" City of St. Louis,	" " "
" Fred Nellis,	" " "
" Osage,	" " "
" Jacob Richtman,	Upper Mississippi River.
" Eva Alma,	" " "
" New Haven,	" " "
" Mary Hill,	Lower, " "
" Lule E. Warren,	" " "
" Conveyer,	" " "
" City of St. Joseph,	" " "
" J. M. Richtman,	" " "
" Settlite,	Upper Mississippi River.
" Lora,	" " "
" Harry Reid,	Illinois River.
" Polar Wave,	" "
" F. Weyerhauser,	Upper Mississippi River.
" H. C. Brockman,	" " "
" Hiawatha,	" " "
" Boedeker,	Missouri River.
" Beaver,	Lower Mississippi River.
" John Barrett,	" " "
" Vivian,	Ohio River.
" Hill City,	Lower Mississippi River.
" Russell Lord,	" " "
" Imperial,	Illinois River.
" American,	Lower Mississippi River.
" Dolphin, 3,	" " "
" City of Peoria,	Illinois River.
" Mary,	" "
" Tenbroeck,	Lower Mississippi River.
" Export,	Missouri River.

Steamer Argund,	Lower Mississippi River.
" Little Clyde,	" " "
" Washington,	Missouri River.
" Florence,	Lower Mississippi River.
" Nick Sauer,	" " "
" Longfellow,	Upper " "
" Peter Hontz,	Lower " "
" Little Rufus,	" " "
" L. E. Patton,	" " "

## PLEASURE BOATS.

Steamer Annie Russell,	Steamer San Salvadore,
" City of Providence.	" Wanderer,
" Corwin H. Spencer,	" Fortuna,
" Sibrina,	" Emma B,
" Erema,	" Siwah,
" J. S.,	" Rosalie,
" J. F. May,	" Roxana,
" Clara V.,	" Night Hawk,
" Dewey Tug,	" Clark E.,
" Enos Taylor,	" Reynert,
" Augusta.	

## UNITED STATES BOATS.

Steamer H. G. Wright,	Steamer C. R. Suter,
" Mississippi,	" General Casey,
" John N. Macomb,	" Illinois,
" J. B. McPherson,	" Oleander,
" Colonel A. W. Mackenzie,	" Patrol,
" Lily,	" General Abbott,
" Mars,	" Alert,
" W. R. King,	" Monitor Arkansas.

DEPTH OF CHANNEL SOUTHWARD IN 1903.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Mississippi and Ohio River Pilots' Society, was as follows:

ST. LOUIS TO CAIRO.

January, navigation closed, no boats.	July 1 to 10.....10 ft.
February 1 to 15.....10½ ft.	" 10 to 20.....9 "
" 15 to 28.....9 "	" 20 to 30.....10½ "
March 4 to 12.....16½ "	August 1 to 12.....8 "
" 14 to 25.....14 "	" 12 to 18.....10½ "
" 25 to 30.....18 "	" 18 to 30.....8 "
April 1 to 12.....15 "	September 1 to 15.....6½ "
From April 12 throughout the month, there were no soundings taken because of high stage of water, being an average of about 22 ft. here on gauge.	" 15 to 30.....9 "
May 1 to 15.....18½ "	October 1 to 10.....9½ "
" 15 to 30.....18 "	" 10 to 16.....8 "
During June no reports on account of high water, hence no soundings; during this month the flood attained a height of about 38 ft. on gauge.	" 16 to 30.....7½ "
	November 1 to 10.....7 "
	" 10 to 20.....6 "
	" 20 to 30.....5 "
	December 1 to 15.....5 "
	Remainder of December navigation closed by ice; last boat out on 14th of the month.

CAIRO TO NEW ORLEANS.

During the months of January, February, March and April no boats out of this port to New Orleans; hence no soundings reported.	August 1 to 12.....10½ ft.
May 1 to 15.....10½ ft.	" 12 to 18.....10 "
" 15 to 20.....15 "	" 18 to 30.....9 "
After May 20 and throughout June no soundings because of high water.	September, no boats, no soundings.
July 1 to 10.....10½ ft.	October 1 to 10.....8 "
" 10 to 15.....8 "	" 10 to 16.....9 "
" 15 to 30.....11 "	" 16 to 30.....10½ "
	November 1 to 10.....11½ "
	" 10 to 20.....8 "
	" 20 to 30.....11 "
	December 1 to 15.....10 "
	No reports received after December 15; hence no soundings.

The city directrix is 33.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1826, and is 412.731 feet above mean tide water of the Gulf of Mexico at Biloxi.

For the past thirty-nine seasons navigation southward has been suspended by ice as follows:

Winter 1865-66, from December 15th to January 13th.....	37 days.
" 1866-67, " December 26th to February 2d.....	38 "
" 1867-68, " January 8th to February 18th .....	40 "
" 1868-69, open all winter.	
" 1869-70, from December 21st to December 28th .....	7 "
" 1870-71, " December 21st to January 23d.....	33 "
" 1871-72, " December 1st to 18th, and from January 20th to Feb. 24th....	43 "
" 1872-73, from November 29th to January 20th.....	51 "
" 1873-74, open all winter.	
" 1874-75, from December 30th to February 27th.....	58 "
" 1875-76, open all winter.	
" 1876-77, from December 8th to February 5th.....	58 "
" 1877-78, open all winter.	
" 1878-79, from December 16th to January 29th and February 14th to 17th....	46 "
" 1879-80, from December 17th to December 31st inclusive .....	15 "
" 1880-81, from Nov. 18 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to Feb. 18.....	78 "
" 1881-82, open all winter.	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	59 "
" 1883-84, from Dec. 13 to Feb. 5.....	43 "
" 1884-85, from Dec. 19th to 30th, and 25 days in January and February ....	47 "
" 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7th to Feb. 16th.....	55 "
" 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27 .....	49 "
" 1887-88, from Dec. 19 to Jan. 31.....	43 "
" 1888-89, open all winter.	
" 1889-90, open all winter.	
" 1890-91, open all winter.	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 20th to Feb. 15.....	57 "
" 1893-94, open all winter.	
" 1894-95, from January 1st to March 1st.....	59 "
" 1895-96, open all winter.	
" 1896-97, open all winter.	
" 1897-98, open all winter, but some ice running.	
" 1898-99, from Dec. 7th to 22nd, Jan. 1st to 10th, Jan. 30th to March 1st, 54 "	
" 1899-1900, from Dec. 30th to Jan. 13th and 24 days between January 28th and March 4th.....	37 "
" 1900-1901, during February .....	28 "
" 1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to Feb. 28th .	55 "
" 1902-1903, from Dec. 27th to Jan. 1st, and from Feb. 16th to 23rd.....	18 "
" 1903-1904, from December 8th to	

### STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1903:

	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Enrolled Wood Steamers.....	75	28,017	21,142
" " Barges (wood).....	39	34,594	34,525
" " Iron and Steel Steamers...	8	2,999	2,825
" " Barges (steel) .....	1	1,162	1,162
Temporary " Steamers (iron and steel)...	1	30	19
Licensed Steamers (wood).....	13	145	108
" Barges.. .....	1	16	16
" Steamers (iron and steel).....	2	56	29
Permanent Enrolled Sail Yachts (wood) .....	1	80	26
" " Steam Yachts (wood) .....	3	271	173
" " Sail Yachts (iron and steel)	1	62	62
" " Steam Yachts (iron and steel)	2	177	123
Licensed Sail Yachts (wood).....	1	9	8
" " Steam Yachts (wood).....	2	24	20
Total.....	150	62,592	59,738



HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1877..	June 14 .....	26 ft.- 6 in.	1877..	October 4.....	6 ft.-10 in.
1878..	June 15 .....	25 ft.- 8 in.	1878..	December 27 .....	5 ft.-11 in.
1879..	July 3.....	21 ft.- 2 in.	1879..	December 26 .....	3 ft.- 6 in.
1880..	July 10, 11 and 12.....	25 ft.- 5 in.	1880..	November 29. ....	2 ft.-10 in.
1881..	May 5.....	23 ft.- 7 in.	1881..	February 4, 5 and 6 ....	7 ft.- 7 in.
1882..	July 5.....	22 ft.- 4 in.	1882..	December 18 . ....	2 ft.-10 in.
1883..	June 25 .....	24 ft.- 8 in.	1883..	January 12 .....	4 ft.- 5 in.
1884..	April 9.....	26 ft.- 2 in.	1884..	January 4 .....	3 ft.- 4 in.
1885..	June 17 .....	27 feet.	1885..	December 16 and 17....	2 ft.- 1 in.
1886..	May 13 .....	27 feet.	1886..	December 4 and 5.....	0 ft.- 0 in.
1887..	April 3 .....	20.5 feet.	1887..	December 26 and 27....	0.8 feet.
1888..	June 3 and 4.....	29.3 feet.	1888..	January 1 .....	3.5 feet.
1889..	June 1 .....	24.4 feet.	1889..	February 27 .....	2.7 feet.
1890..	June 20.....	20.7 feet.	1890..	December 20 and 21....	2.8 feet.
1891..	July 4 .....	23.7 feet.	1891..	December 6 .....	2.2 feet.
1892..	May 19 .....	26.0 feet.	1892..	December 27 .....	0.2 feet.
1893..	May 3.....	21.5 feet.	1893..	December 9.....	0.0 feet.
1894..	May 12 .....	23.3 feet.	1894..	February 3.....	0.3 feet.
1895..	December 22.....	23.8 feet.	1895..	January 2.....	0.5 feet.
1896..	May 26.....	27.7 feet.	1896..	December 11.....	3.8 feet.
1897..	May 2.....	21.0 feet.	1897..	December 24.....	0.4 feet.
1898..	May 28.....	27.2 feet.	1898..	December 11.....	0.3 feet.
1899..	April 27.....	25.6 feet.	1899..	February 1.....	0.7 feet.
1900..	March 16 .....	22.4 feet.	1900..	January 2 .....	-2.6 feet.
1901..	April 18 and 19.....	22.4 feet.	1901..	December 19.....	-1.3 feet.
1902..	July 26 .....	26.9 feet.	1902..	January 20 .....	-1.2 feet.
1903..	June 10.....	28.0 feet.	1903..	December 18. ....	0.6 feet.

(-) Indicates below zero of gauge.

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1903.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1903, as determined from the records of the United States Weather Bureau.

MONTH.	Highest.	Date.	Lowest.	Date.
	ft. tenths.		ft. tenths.	
January .....	10 4	29	4 5	16
February .....	16 0	6	7 6	21
March .....	25 8	11	15 6	1
April.....	24 6	18	19 0	20
May.....	25 6	21	15 8	16
June.....	28 0	10	21 0	20
July.....	21 1	1	15 8	14
August.....	18 1	22	14 5	6
September.....	21 8	17	16 7	27
October.....	22 5	11	15 6	21
November.....	15 4	1	6 4	20
December .....	6 1	1	0 6	18

Highest stage during the year.....	28.0 feet, on June 10th.
Lowest stage during the year.....	0.6 " on December 18th.
Absolute range.....	27.4 "
Greatest monthly range.....	17.0 "
Least monthly range.....	3.6 "
Mean range.....	7.8 "

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1903.

FROM U. S. WEATHER BUREAU RECORDS.

1903.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1 .....	8.1	10.1	15.6	20.1	18.6	27.8	21.1	17.1	17.8	17.4	15.4	6.1
2.....	7.6	9.6	15.8	19.9	17.9	29.9	20.8	16.4	19.5	17.4	15.2	6.0
3.....	7.8	9.5	16.8	19.6	17.9	31.2	20.1	15.7	20.3	17.4	15.0	5.6
4.....	8.1	11.8	17.0	19.6	17.8	32.1	19.8	16.2	20.2	17.6	14.8	5.1
5.....	8.6	15.2	17.9	20.0	17.4	33.5	18.5	14.9	19.9	17.8	14.5	4.9
6.....	8.8	16.0	18.1	21.5	17.2	34.7	17.7	14.5	19.2	18.1	14.4	4.8
7.....	9.1	15.0	18.5	22.0	17.0	36.3	17.2	15.4	18.4	18.4	14.9	4.6
8.....	9.2	14.2	20.8	22.2	16.8	37.3	17.0	16.6	17.8	19.1	15.3	4.4
9.....	8.6	18.2	23.8	21.8	16.9	37.4	17.1	17.0	17.8	20.8	15.2	4.2
10.....	8.4	11.2	25.0	21.6	17.0	38.0	17.2	17.0	17.2	21.5	14.8	4.0
11.....	7.7	10.6	25.8	21.2	16.9	37.9	17.1	17.8	17.8	22.5	14.5	3.7
12.....	7.0	10.4	25.0	22.4	16.6	37.7	16.8	17.1	18.4	22.3	14.8	3.6
13.....	5.6	11.0	24.5	23.5	16.4	37.3	16.2	17.0	20.3	21.9	13.7	3.3
14.....	4.6	11.9	24.0	23.8	16.1	36.6	15.8	17.3	21.0	21.5	13.2	2.1
15.....	4.6	11.6	24.4	24.0	15.9	35.8	15.9	17.3	20.9	21.2	12.8	1.8
16.....	4.5	10.7	24.0	23.9	15.8	33.7	16.6	17.8	21.4	20.7	12.4	1.4
17.....	5.0	10.7	23.3	23.9	17.2	32.3	17.8	17.3	21.3	20.1	11.9	0.8
18.....	6.0	9.7	23.5	24.6	19.7	31.0	19.3	17.3	21.2	19.5	11.4	0.6
19.....	6.8	8.8	23.5	24.1	20.3	29.6	20.0	17.3	20.9	18.9	10.8	1.0
20.....	7.4	8.0	23.2	23.5	21.2	28.3	19.6	17.3	21.0	18.3	9.9	1.2
21.....	7.4	7.6	24.0	23.2	21.0	27.5	19.0	18.0	20.5	17.8	9.5	1.7
22.....	7.1	7.9	24.3	23.4	20.5	27.0	18.8	18.1	19.6	17.2	9.3	2.3
23.....	7.1	8.0	23.8	22.9	20.3	26.1	19.0	17.4	18.8	16.9	9.3	2.6
24.....	6.9	8.2	23.3	22.3	20.2	25.6	19.2	17.0	17.9	16.6	9.0	2.3
25.....	6.8	8.4	23.6	21.7	20.5	25.1	19.5	16.0	17.2	16.5	8.5	4.0
26.....	6.3	8.6	23.1	21.0	21.7	24.3	20.5	15.6	16.3	16.3	8.0	4.2
27.....	6.5	9.0	22.6	20.4	24.5	24.0	20.3	15.2	16.7	16.1	7.7	4.1
28.....	8.2	13.5	21.3	20.0	24.6	22.3	20.0	15.2	17.0	15.9	6.9	3.7
29.....	10.4	.....	21.3	19.4	24.4	21.6	19.2	15.5	17.2	15.3	6.3	4.0
30.....	10.3	.....	20.3	19.0	24.3	21.0	18.7	16.4	17.3	15.7	6.4	4.4
31.....	10.2	.....	20.6	.....	25.3	.....	18.0	17.2	.....	15.6	.....	4.3
Sums .....	230.7	299.8	679.2	653.5	599.2	923.3	574.0	516.4	571.3	572.3	355.3	107.5
Means .....	7.4	10.7	21.9	21.9	19.3	30.3	18.5	16.7	19.0	18.5	11.9	3.5

## ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1908

## ARRIVALS.

1908.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Ohio.	Tenn. & Tenn.	Total Steamers	Barge & B's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Miss'd'p.
January.....		11					11	7	655	
February.....		19					19	12	1,360	
March.....	19	47	8	4		18	92	44	24,905	
April.....	44	89	9	6	7	7	162	78	42,705	
May.....	80	89	8	8	9	8	154	108	58,490	8,300
June.....	80	47	8	6	8	8	147	48	53,295	
July.....	83	59	14	5	10	8	188	78	61,445	
August.....	68	73	12	8	8	7	163	53	55,980	
September.....	50	60	11			7	128	39	28,490	
October.....	63	68	11	1	2		143	40	39,460	40
November.....	46	49	18			1	109	29	24,560	1,300
December.....	2	12	1	1		1	17	8	4,865	
Total.....	490	544	95	32	35	55	1,371	519	835,710	4,700

## DEPARTURES.

1908.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Tenn.	Ohio	White, Red & V'ch's	Total Dep'ts	Tons Ship'd
January.....		18						18	4
February.....		18						18	17
March.....	29	88	6	8	11			91	89
April.....	40	55	9	7	6			118	87
May.....	54	64	11	6	5			139	26
June.....	75	47	4	6	4			135	11
July.....	81	78	6	5	7			182	15
August.....	65	65	9	2	6			148	14
September.....	57	60	9		4			130	18
October.....	69	71	12	2				154	19
November.....	59	62	9	1	8			139	10
December.....		15			1			16	1
Total.....	471	592	75	30	47			1,205	212,207

## ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumber & Logs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1908.....	1271	519	835,710	4,700	1908.....	1205	212,207
1907.....	1465	451	896,045	80,575	1907.....	1448	224,262
1906.....	1541	599	412,235	60,550	1906.....	1519	309,371
1905.....	1622	596	488,670	78,840	1905.....	1605	245,690
1904.....	1570	680	394,650	71,960	1904.....	1532	208,208
1903.....	1630	793	449,525	67,060	1903.....	1514	300,593
1902.....	1692	927	507,105	69,665	1902.....	1576	469,886
1901.....	2085	1425	587,755	84,010	1901.....	1945	579,410
1900.....	2007	1126	410,145	96,685	1900.....	1904	303,355
1899.....	2081	1245	455,175	128,855	1899.....	1993	363,099
1898.....	2037	1003	472,895	126,510	1898.....	2009	436,200
1897.....	2053	1090	358,980	130,230	1897.....	2013	502,315
1896.....	1981	1019	450,080	143,090	1896.....	1845	512,920
1895.....	1927	1274	530,790	132,940	1895.....	1910	617,905
1894.....	2185	1474	542,990	127,095	1894.....	2211	712,700
1893.....	2079	1344	597,955	130,855	1893.....	2076	510,115
1892.....	2261	1372	663,980	212,165	1892.....	2238	637,980
1891.....	2267	1239	570,205	200,785	1891.....	2109	562,805
1890.....	1978	1030	479,065	217,890	1890.....	1938	584,175
1889.....	2043	989	520,350	240,330	1889.....	2015	514,910

## SHIPMENTS BY SOUTHERN BOATS DURING 1903.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
Apples, Bbls.....		1,746	128
Ale and Beer, Pkgs.....		51,685	880
Bagging, Pieces.....		3,470	555
Barley, Sacks.....		178	10
Barley, Bu.....			
Barbed Wire, Lbs.....		682,000	21,600
Butter, Lbs.....		16,815	150
Bran, Sacks.....	885	7,578	450
Cattle, Head.....		,284	8
Corn, Sacks.....	100	85,753	21,588
Corn in Bulk, Bu.....	1,025,221		
Corn Meal, Bbls.....	860	16,447	508
Jotton, Bales.....			2
Cotton Seed Meal, Tons.....		1	1
Eggs, Pkgs.....		85	
Flour, Bbls.....	8,195	20,423	2,672
Hay, Tons.....	2	3,243	388
Horses and Mules, Head.....	4	2,688	241
Hogs, Head.....		120	2
Hominy and Grits, Bbls.....	220	488	82
Pork, Bbls.....	5	184	6
Hams, Lbs.....	6,650	691,975	18,685
Meats, Lbs.....	15,100	2,226,760	
Lard, Lbs.....	29,200	674,945	42,295
Malt, Sacks.....		2,070	
Oats, Sacks.....	275	53,877	
Oats in Bulk, Bu.....			
Onions, Pkgs.....		965	145
Potatoes, Pkgs.....		8,758	315
Rye, Sacks.....		1,116	325
Rye in Bulk, Bu.....			
Sheep, Head.....		258	1
Tallow, Lbs.....		1,600	
Tobacco, Hhds.....			
Tobacco, Manfd. Lbs.....		04,270	3,180
Wheat, Sacks.....		8,848	31,565
Wheat in Bulk, Bu.....	1,724,220		
Whiskey, Bbls.....	86	1,933	86
White Lead, Lbs.....		368,375	14,750
Mdse. and Sundries, Pkgs.....	6,575	1,227,300	91,360
Total Tons.....	81,278	65,220	9,684

## SHIPMENTS BY BARGE LINES TO NEW ORLEANS DURING 1903.

**RIVER ACCIDENTS DURING 1903.**

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**JANUARY 17TH:** Steamer "Columbia" was destroyed by fire on the Monongahela River. Boat was valued at \$40,000.

**JANUARY 22ND:** Ferry boat cut down by ice at St. Charles, Mo. Machinery and cabin saved.

**JANUARY 23RD:** Steamer "John N. Harbin" struck a snag on the Arkansas River. Engine badly damaged.

**FEBRUARY 20TH:** Steamer "City of Clifton" burned on the Tennessee River. Total loss. Boat and cargo valued at \$30,000.

**FEBRUARY 24TH:** Steamer "Commodore" sunk at Miami, Mo., on the Missouri River.

**FEBRUARY 26TH:** The tow boat "L. H. Burnham" destroyed by fire on the Tennessee River. Loss \$20,000.

**MARCH 1ST:** Steamer "Valley Queen" burned on the lower Mississippi River.

**MARCH 1ST:** The tow boat "Joseph B. Williams" sunk 28 barges of coal on the lower Mississippi River. Loss 28,000 tons of coal.

**MARCH 3RD:** Steamer "Maggie" sunk in Yazoo River.

**MARCH 4TH:** Steamer "Charlie Curtin" struck a log and sank on the Green River. Loss \$10,000.

**MARCH 7TH:** Steamer "Delta" struck a hidden obstruction and sank on the lower Mississippi River. The boat being a total loss; was valued at \$35,000, and carried 100 tons of merchandise.

**MARCH 22ND:** The tow boat "J. B. Finley" sank twenty barges of coal and steel. The piston of the boat broke on the Ohio River. Loss \$100,000.

**APRIL 3RD:** The tug "Grace Velle" struck a stump and sank on the lower Mississippi River.

**APRIL 5TH:** The tow boat "F. Weyerhauser" sank a barge on lower Mississippi River. Cargo valued at \$60,000. Total loss.

**APRIL 15TH:** Steamer "J. M. Richtman" struck the Alton Bridge and damaged her bulwarks of hurricane deck to the value of \$200.

**MAY 5TH:** Steamer "H. M. Hoxie" sank Barge No. 100, loaded with 47,400 bushels of wheat at Buffalo Island, on lower Mississippi River.

**JUNE 3RD:** Steamer "Flying Eagle" and barge struck draw span of Hannibal Bridge and sank on the upper Mississippi River.

**JUNE 25TH:** Steamer "Vicksburg" sank opposite the Marine Hospital on lower Mississippi River. Total loss. Boat valued at \$25,000.

**JULY 4TH:** The tow boat "John A. Wood" sunk six coal barges in the Ohio River. Loss \$50,000.

**JULY 9TH:** Steamer "Lucille Nowland" struck a snag and sank on the lower Mississippi River. Total loss. Boat and cargo valued at \$35,000.

**JULY 18TH:** Steamer "Sidney," en route to Keokuk, blew out cylinder head near Chain of Rocks. Towed back to the city for repairs.

**AUGUST 12TH:** The tow boat "Bodeker" with two barges in tow struck Pier No. 2, St. Charles Bridge. Tore off wheel house.

**AUGUST 23RD:** Steamer "Annie Roberts," an excursion boat, sank on the Ohio River.

**OCTOBER 29TH:** Steamer "Lotus Sims" was destroyed by fire in St. Louis harbor. Total loss. Boat was valued at \$22,500.

**OCTOBER 30TH:** Steamer "City of St. Louis" burned at Carondelet Ways. Total loss. Boat was valued at \$35,000.

**NOVEMBER 1ST:** Steamer "Rees Prichard" sunk in the Yazoo River.

**NOVEMBER 5TH:** Steamer "H. K. Bedford" struck a rock during a dense fog and sank on the Ohio River.

**NOVEMBER 18TH:** Steamer "S. H. H. Clark" sank barge No. 66, loaded with lumber, at Grand Tower, Ill., on the lower Mississippi River. The barge was raised.

**NOVEMBER 28TH:** Steamer "Monie Bauer", flue collapsed on the boiler, on the Tennessee River.

**DECEMBER 12TH:** The transfer steamer "C. W. Fordyce" sunk at Grays Point, Mo., with two carloads of railroad iron.

**DECEMBER 15TH:** The tow boat "Mattie M" sank on the lower Mississippi River. Boat was valued at \$10,000.

**DECEMBER 21ST:** The tow boat "Ashland City" struck a bar and sank at Natchez Island on lower Mississippi River. Total loss.

**DECEMBER 23RD:** A barge in tow of "Ozark Queen" struck a snag and sank on the Arkansas River. Loss 100 bales of cotton.

**DECEMBER 27TH:** Steamer "W. H. Grapevine" was sunk by ice gorge on the Ohio River. Total loss. Boat and cargo was valued at \$10,000.

**DECEMBER 30TH:** The tow boat "Polar Wave" burned on the lower Mississippi River. Boat was valued at \$10,000.

**DECEMBER 30TH:** Steamer "W. J. Bethea" received a large hole in her bow by striking a deadhead on the Alabama River.

FREIGHT RATES TO NEW ORLEANS BY BARGES DURING  
1898, 1899, 1900, 1901, 1902 AND 1903.

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1898.....	20	10	10	12½
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15
1902.....	20	10	10	15
1903.....	20	10	10	15

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES  
FROM ST. LOUIS TO NEW ORLEANS FOR SIX YEARS.  
WHEAT AND CORN, PER BUSHEL.

MONTH.	1898.	1899.	1900.	1901.	1902.	1903.
	Ots.	Cts.	Cts.	Cts.	Ots.	Ots.
January.....	4	4	4	4	0	5½
February.....	4	4	4	4	0	5½
March.....	4	4	4	4	3¾	5½
April.....	4	4	4	4	3¾	5½
May.....	4	4	4	4	3¾	5
June.....	4	4	4	4	3¾	5
July.....	4	4	4	4	3¾	4
August.....	4	4	4	4	4	4½
September.....	4	4	4	4	4½	5
October.....	4	4	4	4	5	5
November.....	4	4	4	4	5	5
December.....	4	4½	4	4	5½	5 2-5

Wheat, ¼ to ½ cent per bushel more than Corn. F. O. B. New Orleans.

During September, October and November, 1894, and October and November, 1895, navigation by barges was suspended on account of extreme low water, also during October, November and December, 1897, and 14 days in December, 1898, and 10 days in January, 1899, and closed again January 30th till March 1st, closed from December 30th, 1899, to January 13th, 1900, and 24 days between January 28th and March 4th, 1900; 1901, during February; 1901-1902, December 15th to January 15th; 1902-1903, from December 27th to January 1st, and from February 16th to 23rd.

AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM  
ST. LOUIS TO NEW ORLEANS.

YEAR.	In Sacks by Steamboat.	Wheat in Bulk by Barges.
	Cents per 100 lbs.	Cents per bushel.
1903.....	10	5 F.O.B., N. O.
1902.....	10	4.20
1901.....	10	4.25
1900.....	10	4.25
1899.....	10	4.50
1898.....	10	4.50
1897.....	15	4.98
1896.....	14.55	5
1895.....	12.50	5.95
1894.....	17.14	5.89
1893.....	17.54	6.55
1892.....	16.87	6.50

RATES ON FREIGHT TO MEMPHIS AND VICKSBURG  
DURING 1903.

	Meat, per 100 lbs.		Grain, per 100 lbs.		Flour, per bbl.		Meal, in Sacks, per 100 lbs.		Hay, per 100 lbs.	
	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.
To Memphis ....	15	10	10	8	20	15	10	8	17.2	10
To Vicksburg...	20	17.2	15	15	30	20	17.2	15	22.2	20



**HARBOR AND WHARF COMMISSIONER'S REPORT.**

**STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS  
DURING THE YEAR 1903 AND PREVIOUS YEARS.**

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows :

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1908 .....	78,144,774	91,237,099	1,461,826	19,274,412
1902 .....	128,861,712	18,434,269	5,864,042	17,998,531
1901 .....	179,201,418	102,859,089	25,929,048	19,852,880
1900 .....	99,079,153	190,386,489	82,160,642	18,632,509
1899 .....	109,635,161	206,135,283	41,085,082	18,717,161

Shipments from Galveston and New Orleans for the past five years compare as follows :

	WHEAT—Bu.		CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1908 .....	11,969,273	20,089,688	18,832,208	4,274,091
1902 .....	15,663,745	11,081,828	2,454,128	963,205
1901 .....	24,410,979	15,714,465	12,832,189	.....
1900 .....	8,059,677	11,188,056	23,408,453	3,073,525
1899 .....	11,562,812	15,713,400	21,939,586	7,049,697

Exports of grain from St. Louis were 2,110,305 bushels wheat, 2,594,041 bushels corn, 18,571 bushels oats and 36,121 bushels rye, of which 1,724,220 bushels wheat and 1,025,221 corn went by river via New Orleans, the balance going by rail to Atlantic and Gulf Ports. All of the wheat by rail went to the Seaboard for export, destination not given. Of the corn 127,638 bushels went to Cuba, and 74,154 bushels to Mexico.

Exports of flour were 876,841 bbls. against 905,205 bbls. the previous year. Cuba took 173,115 bbls., Central America 5,689 bbls., South America 12,460 bbls., and Porto Rico 45,124 bbls., while the larger part went to European countries, as will be seen by reference to the table of exports on next page.

All export flour is shipped in sacks and is reduced to barrels for convenience of comparison.

SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS FOR FIFTEEN YEARS.

Year.	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
1908 .....	1,724,220	1,025,221	.....	.....	2,749,441
1902 .....	2,809,714	226,400	28,212	28,409	2,591,735
1901 .....	1,528,244	535,705	.....	.....	2,363,949
1900 .....	169,241	2,871,870	.....	273,049	3,314,160
1899 .....	234,720	1,748,517	.....	249,998	2,233,235
1898 .....	2,747,994	3,006,488	212,720	633,505	6,600,707
1897 .....	1,191,032	3,827,963	190,968	265,879	5,475,842
1896 .....	1,733,563	3,858,087	.....	436,558	10,527,208
1895 .....	463,614	1,251,803	.....	.....	1,690,417
1894 .....	1,042,193	1,263,810	.....	40,000	2,345,503
1893 .....	3,710,360	3,293,803	.....	75,430	7,079,593
1892 .....	5,149,703	3,228,645	.....	36,587	8,414,940
1891 .....	6,940,215	1,482,731	45,600	.....	8,468,546
1890 .....	1,409,440	3,717,849	.....	89,980	10,217,244
1889 .....	1,651,950	12,398,955	17,432	89,707	14,158,046

## FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS  
AND RIVER

FOR THE YEAR 1903.

DESTINATION.	Flour, barrels	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bush'ls
To England .....	262,242	.....	8,626	.....	.....
“ Germany.....	24,606	.....	.....	.....	.....
“ France .....	285	.....	.....	.....	.....
“ Scotland .....	112,797	.....	.....	.....	.....
“ Ireland.....	22,198	.....	.....	.....	.....
“ Denmark.....	18,257	.....	.....	.....	.....
“ Norway .....	34,008	.....	.....	.....	.....
“ Holland .....	63,469	.....	.....	.....	.....
“ South Wales.....	350	.....	.....	.....	.....
“ Belgium.....	17,652	.....	.....	.....	.....
“ Africa .....	1,465	.....	.....	.....	.....
“ Spain.....	1,214	.....	.....	.....	.....
“ Portugal .....	600	.....	.....	.....	.....
“ Sweden .. ..	5,720	.....	.....	.....	.....
“ Newfoundland.....	12,038	.....	.....	.....	.....
“ Finland .. ..	15,824	.....	.....	.....	.....
“ Canada .....	1,500	.....	.....	.....	.....
“ Cuba .....	173,115	.....	127,638	.....	.....
“ Porto Rico.....	45,124	.....	.....	.....	.....
“ Central America.....	5,689	.....	.....	.....	.....
“ South America.....	12,460	.....	.....	.....	.....
“ Mexico .....	300	.....	74,154	.....	.....
“ Seaboard for Export .....	52,028	876,085	1,358,402	18,571	36,121
Total for Export by Rail .....	876,841	876,085	1,568,820	18,571	36,121
Total for Export by River.....	.....	1,724,220	1,025,221	.....	.....
Total Exports .....	876,841	2,100,305	2,594,041	18,571	36,121

## EXPORTS OF WHEAT FROM THE UNITED STATES.

As reported by the Bureau of Statistics, Washington.

## EXPORTS OF CORN FROM THE UNITED STATES.

New York.....	43,532,024	23,831,880	3,052,715	27
New Orleans.....	23,403,453	12,832,139	2,454,128	11
Baltimore.....	40,535,023	24,711,790	4,501,555	11
Boston and Charlestown.....	14,072,326	10,331,712	804,038	4
Philadelphia.....	33,345,171	15,793,304	2,423,437	4
Newport News.....	8,702,313	3,572,573	1,184,816	1
Chicago.....		3,037,281	500,930	4
Galveston.....	3,073,525		963,205	4
Norfolk and Portsmouth.....	4,445,030	2,214,634	288,340	
Mobile.....	1,529,118	1,192,079	304,730	
Paso del Norte.....				
Pensacola.....				
Oswegatchie.....				
All other districts.....	16,457,393	4,842,147	1,357,875	5,881,347
Total bushels.....	189,095,435	102,359,089	18,434,399	91,237,099

## EXPORTS OF OATS FROM THE UNITED STATES.

New York.....	8,819,444	8,457,223	1,803,662	609,423
Baltimore.....	3,972,810	3,652,810	137,507	7,906
Boston and Charlestown.....	4,345,995	3,509,245	284,708	3,851
Newport News.....	2,227,318	2,324,566		
Philadelphia.....	6,742,988	2,324,449	584,886	92
New Orleans.....	1,569,192	2,510,251	356,266	35,965
Chicago.....		565,605	194,104	
San Francisco.....	147,542		11,557	8,012
All other districts.....	4,269,871	1,553,311	2,267,520	731,806
Total bushels.....	32,095,160	25,929,048	5,884,042	1,461,826

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,  
PER BUSHEL BY STEAMER FROM ST. LOUIS TO LIVERPOOL  
VIA NEW ORLEANS, 1902 AND 1903.**

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,  
PER BUSHEL FROM ST. LOUIS TO LIVERPOOL VIA RAIL  
TO NEW YORK DURING 1902 AND 1903.**

Month.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1903.	1902.	1903.	1902.	1903.	1902.
January.....	13.90	12.80	8	1½	16.90	14.17½
February.....	13.80	12.80	8	8	16.80	15.30
March.....	13.80	12.80	8	8	16.80	15.30
April.....	13.80	12.80	8	8	16.80	15.30
May.....	12.60	12.80	8	8	15.60	13.30
June.....	12.60	12.80	8	8	15.60	15.30
July.....	12.60	12.80	8	8	15.60	15.30
August.....	12.60	12.80	8	8	15.60	15.30
September.....	12.60	12.80	8	3½	15.60½	15.42½
October.....	12.60	12.80	8	8	15.60	15.30
November.....	12.60	12.80	2½	8	15.60	15.30
December.....	13.80	13.80	2½	8	16.80	16.80

**AVERAGE RATE OF FREIGHT ON WHEAT PER  
BUSHEL BY STEAMER FROM NEW ORLEANS  
TO LIVERPOOL DURING 1902 AND 1903.**

Month.	Rate in Cents.	Rate in Cents.
	1903.	1902.
January...	6½	8 to 4
February..	6½	8 to 4
March.....	4½	8 to 5
April.....	4½	4½
May.....	4½	3½ to 8
June.....	4	3½ to 8
July.....	3½	8 to 6
August....	8	8
September..	5½	4½ to 6
October....	5½	8
November..	5½	4½ to 6
December..	5½	7

**AVERAGE RATE OF FREIGHT ON WHEAT  
PER BUSHEL BY STEAMER FROM NEW  
YORK TO LIVERPOOL DURING 1902 AND 1903.**

Month.	Rate in Cents.	Rate in Cents.
	1903.	1902.
January...	8	1½
February...	8	8
March.....	8	8
April.....	8	8
May.....	8	8
June.....	8	8
July.....	8	8
August....	8	8
September..	8	8½
October....	8	8
November..	2½	8
December..	2½	8

# AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1882	20	6 5-12	29½	22 2-8	23½
1883	17¾	5½	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21½
1885	15	6 2-5	22 1-7	15 1-9	20½
1886	16	6½	29	16 1-6	24
1887	18½	6	32 2-15	15	24½
1888	15	6½	29½	15 1-6	22.95
1889	17.98	5.95	28½	17 1-8	24.97
1890	15.66	6.58	27½	14 1-3	21.48
1891	16.28	6.87½	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.73	11.69	18.71
1895	18.00	5.95	23.57	12 1-8	18.83
1896	14.54	5.00	23.00	13.50	19-67½
1897	10.83	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.38	14.64	18.41
1901	10.00	*4.25	19.33	9.48	14.03
1902	10.00	*4.20	20.66	8.53	15.33
1903	10.00	*5	22.25	10.00	16.02

\*F. O. B. New Orleans.

## COTTON.

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The Cotton Crop of the United States for the cotton year ending August 31st was 10,727,559 bales, as against 10,680,680 bales and 10,383,422 bales for the two preceding years.

The amount handled locally by St. Louis factors was 62,647 standard bales, and the amount shipped direct through the St. Louis gateway, a portion of which was for account of St. Louis dealers, was 679,971 bales, making the total gross receipts 742,618 bales. Only 4770 small round bales were received. The average weight of St. Louis receipts was 510 pounds, and the average value per bale \$49.75. Quotations for middling ranged from 7½c in December to 13¼c in June and July. Stocks at the close of August were 1,265 bales.

Mr. Henry G. Hester, Secretary New Orleans Cotton Exchange, in his annual report makes the following statement:

While the crop as a whole brought a good return, notwithstanding the high prices during the latter part of the season, the out turn has not been as great as was expected. The total value carefully figured out is \$42,755,595 above last year, but it is less than year before last (when the crop was 344,137 bales under this year) by \$13,797,267.

The cause will be made apparent when it is stated that in the crop of 1900-01 September averaged 10.3 cents per lb., and that from October to February the monthly averages ranged from 9.59 cents in October to 9.21 cents in February, or, stated in bales, from \$52.47 in September to \$47.42 in February.

This year the range from September to January (average monthly values) was 7.83 cents to 8.61 cents, the price of 9 cents not being touched until February, when nearly 8,000,000 bales of the crop had been marketed, the monthly average sales of which were from \$40 to a little over \$44 per bale.

Another important feature that affected values more or less was the results of the unusual and long continued rains, which reduced the grade of the Texas crop and of the section tributary to New Orleans.

Investigations at New Orleans, Galveston and Houston show an average of one-quarter grade under last season.

Houston says "the picking in Central and North Texas in the latter part of the picking season was of such a character that the oil mills refused to buy the cotton seed and that south of Waco produced a lower grade crop than for years."

Savannah, Charleston and Memphis were more or less affected, but not to as great an extent, the average reduction in grade for the entire crop having been from a sixteenth to an eighth.

A fair average of price for the United States is 8.82 cents per pound, comparing with 8.06 cents last year, 9.33 the year before and 7.65 for 1899-1900; the highest price touched during the season having been 13½ and the lowest 7½.

The average commercial value per bale of the crop is \$44.52, against \$41.01 last year, \$47.63 the year before and \$38.55 in 1899-1900.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1902-1903.....	742,618	679,971	62,647
1901-1902.....	841,258	619,578	221,680
1900-1901.....	978,497	788,869	239,628
1899-1900.....	802,769	648,695	154,074
1898-99.....	989,959	814,830	175,629
1897-98.....	899,229	771,712	127,517
1896-97.....	570,418	455,516	114,897
1895-96.....	565,683	474,796	90,887
1894-95.....	926,285	781,694	144,591
1893-94.....	635,421	462,082	163,889
1892-93.....	474,024	301,186	172,838
1891-92.....	728,628	425,737	297,891
1890-91.....	706,469	400,454	306,015
1889-90.....	588,910	311,823	227,087

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1902-1903.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1902.....	8,549	18,201	16,750	12,868
October.....	17,071	75,747	92,818	66,706
November.....	16,221	183,458	149,679	117,795
December.....	9,188	182,000	141,188	134,708
January, 1903.....	6,611	119,848	125,969	115,168
February.....	8,878	78,928	82,196	68,269
March.....	1,792	66,195	57,967	77,574
April.....	2,926	89,157	42,088	67,177
May.....	2,158	21,188	28,841	86,445
June.....	866	6,857	7,228	11,978
July.....	609	8,752	4,361	5,836
August.....	678	745	1,428	2,895
Total bales.....	65,032	679,971	745,003	787,404
Deduct for $\frac{1}{2}$ round bales.....	2,885	.....	2,885	2,885
Net total, standard bales.....	62,647	679,971	742,618	785,019

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1902-03.	1901-02.	1900-01.
St. Louis, Iron Mountain & Southern R. R.....	456,816	490,151	465,624
Missouri Pacific R. R. ....	108	741	.....
Mobile & Ohio R. R.....	88,159	65,390	58,876
St. Louis & San Francisco R. R.....	110,778	157,997	118,102
St. Louis & Southwestern R. R.....	28,107	45,942	71,408
Illinois Central R. R.....	5,788	9,686	68,264
Missouri, Kansas & Texas R. R.....	99,006	149,704	309,682
Chicago & Alton R. R. ) West).....	75	.....	.....
Wabash R. R. (West).....	.....	.....	68
Keokuk & Northwestern R. R. and C. B. & Q. R. R.....	459	1,826	16,698
Louisville & Nashville R. R.....	788	7,187	5,261
Southern R. R.....	20	.....	.....
Lower Mississippi River Boats.....	2,785	4,039	8,491
Cumberland and Tennessee River Boats.....	2,785	670	1,216
Total Bales.....	745,003	982,836	1,118,526
Deduct for light bales.....	2,885	91,577	140,028
Net total.....	742,618	841,258	978,497



# STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

	1902-03. Bales.	1901-02. Bales.	1900-01. Bales.	1899-1900. Bales.
From Arkansas.....	490,445	423,070	403,521	360,973
" Texas.....	130,568	165,768	238,940	185,961
" Missouri.....	12,990	19,779	16,034	11,900
" Tennessee.....	52,406	41,758	68,657	72,640
" Mississippi.....	42,145	60,222	65,010	30,914
" Indian Territory.....	52,949	118,188	96,572	48,241
" Alabama.....	1,718	8,228	11,576	16,735
" Kentucky.....	20	80	87	518
" Louisiana.....	45,617	46,441	41,256	63,741
" Kansas.....	141	3	149	264
" Oklahoma.....	5,989	53,880	26,943	23,326
Total Receipts.....	745,008	982,886	1,112,525	980,251
Deduct for half round bales....	2,895	91,567	140,028	77,452
Net receipts.....	742,113	891,319	972,497	902,799

## DIRECTION OF SHIPMENTS.

	1902-03. Bales.	1901-02. Bales.	1900-01. Bales.
For Export to England.....	157,884	185,424	190,807
" Germany.....	17,196	57,691	102,205
" France.....	8,148	2,841	3,509
" Belgium.....	.....	800	4,643
" Holland.....	.....	.....	115
" Sweden.....	.....	.....	680
" Austria.....	.....	.....	2,086
" Russia.....	90	.....	102
" Italy.....	745	16,170	42,619
" India.....	.....	.....	100
" Norway.....	75	.....	.....
" Nova Scotia.....	.....	180	200
" Canada.....	58,964	26,949	31,976
" Switzerland.....	100	.....	265
" Spain.....	1,748	.....	576
" Seaboard.....	.....	4,722	1,736
" Japan.....	19,888	58,110	7,677
" China.....	.....	267	.....
" Scotland.....	.....	200	.....
" Saxony.....	.....	2,693	.....
" Denmark.....	25	.....	.....
" Cuba.....	80	.....	.....
Total Bales exported ..	236,826	264,876	399,046
Shipped to points in United States.....	501,578	619,178	642,853
Total Shipments, Bales.....	738,404	884,054	1,041,900
Deduct for half round bales.....	2,895	91,577	140,328
Net shipments standard bales.....	735,509	792,477	901,572

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

**SHIPMENTS TO UNITED STATES PORTS AS REPORTED  
BY ST. LOUIS COTTON EXCHANGE.**

	Bales.		Bales.
To Boston.....	54,274	To Newport News.....	7,800
" Providence.....	881	" Norfolk.....	814
" New York.....	19,200	" New Orleans.....	4,000
" Philadelphia.....	2,824	" Portland, Maine.....	12,110
" Baltimore.....	7,449	" Pacific Coast.....	18,808
" Louisville.....	2,078	" Canada.....	45,288
" Jackson, Tenn.....	319	" Memphis and Houston...	880
" Minor points.....	576,410		

Since 1898-99 half round bales have been reduced to the equivalent of Standard bales.

**REPORT OF COTTON COMPRESSED AT ST. LOUIS.**

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1903.....	57,016	67,466	1,265
1902.....	178,718	196,876	11,715
1901.....	92,281	66,656	84,878
1900.....	67,597	111,558	8,808
1899.....	124,908	97,219	46,962
1898.....	120,605	103,205	25,077
1897.....	109,297	119,493	7,677
1896.....	111,617	100,838	17,873
1895.....	161,219	171,451	7,549

**COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED  
BY THE NEW ORLEANS COTTON EXCHANGE.**

	1902-1903.	1901-1902.	1900-1901.
Alabama.....	1,050	1,200	1,000
Arkansas.....	1,000	820	762
Florida.....	55	54	45
Georgia.....	1,470	1,525	1,295
Louisiana.....	884	880	719
Mississippi.....	1,404	1,375	950
North Carolina, etc.....	575	550	542
South Carolina.....	950	925	911
Tennessee, etc.....	509	359	350
Texas and Indian Territory.....	2,831	2,998	3,809
Total crops—bales.....	10,728	10,681	10,863

**VALUE OF COMMERCIAL CROP.**

	Bales.	Value.
2002-1903.....	10,727,559	\$480,770,282
1901-1902.....	10,680,680	438,014,687
1900-1901.....	10,883,422	494,567,549
1899-1900.....	9,436,416	363,784,820
1898-99.....	11,274,840	282,772,987
1897-98.....	11,199,994	320,552,606
1896-97.....	8,757,964	321,924,834

**TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF  
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.**

MONTHS.	1902-03.		1901-02.		1900-01.		1899-1900.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September .....	8%	8 9-16	7%	8 9-16	9%	10%	6	6 18-16
October .....	8	8%	7%	8 8-16	9	10 8-16	7	7%
November .....	7%	8 1-16	7 8-16	7 9-16	9 1-16	9 18-16	7	7 7-16
December .....	8	8%	7%	6 1-16	9 7-16	9 18-16	7%	7%
January .....	8%	8%	7 18-16	8	9%	9 11-16	7 7-16	7 11-16
February .....	8%	9%	7%	8 8-16	9%	9%	7%	8%
March .....	9%	9 18-16	8 8-16	8%	8%	9%	8 18-16	9 7-16
April .....	9%	10%	8%	9%	8 1-16	8%	9%	8%
May .....	10%	11%	9%	9%	7 11-16	8 1-16	8 18-16	9%
June .....	11%	18%	8 18-16	9%	7 11-16	8 5-16	8%	9%
July .....	12%	18%	8%	9	8	8%	9%	10
August .....	%	12%	8%	8 18-16	8	8 9-16	9%	9%

	1902-03.	1901-02.	1900-01.	1899-1900.
Average weight per bale .....	lbs.	lbs.	lbs.	lbs.
United States standard bales .....	508	508.48	510.28	504.12
St. Louis Receipts " .....	510	510	511	508
" " round " .....	500	500	500	495
" " half " .....	250@270	250@270	250@270	250@270

Average value per bale St. Louis Receipts. 1900-01, \$42.75; 1901-02, \$42.10; 1902-03, \$42.75.

**THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.**

**GENERAL CROP MOVEMENT, SEASONS 1901-02 AND 1902-1903.**

From New Orleans Cotton Exchange Report.

	1902-03. Bales.	1901-02. Bales.
Port receipts .....	7,724,104	7,579,299
Overland to mills .....	1,088,888	1,108,958
Southern consumption .....	2,000,729	1,987,971
Less taken by Southern mills from ports .....	10,808,216	10,721,214
	89,657	48,524
<b>TOTAL CROPS .....</b>	<b>10,727,559</b>	<b>10,680,699</b>
<b>EXPORTS—</b>		
Great Britain .....	2,851,529	2,085,497
France .....	785,679	745,989
*Continent and Channel .....	2,089,959	2,989,344
Canada .....	128,877	122,261
<b>TOTAL EXPORTS .....</b>	<b>6,800,843</b>	<b>6,708,071</b>
Stock close of year .....	162,040	164,773
Northern mills takings .....	1,967,585	2,080,174
Average gross weight of crop bale—pounds .....	508	508.48

\* Including Mexico, Japan and China.

## COMPARATIVE BUSINESS IN LEADING ARTICLES AT ST. LOUIS FOR PAST FOUR YEARS.

<b>ARTICLES.</b>	<b>1900.</b>	<b>1901.</b>	<b>1902.</b>	<b>1903.</b>
<b>Flour, receipts..... bbls.</b>	1,869,070	2,170,548	2,217,685	2,340,695
<b>Flour, amount manufactured bbls.</b>	1,846,059	1,505,234	1,322,530	1,112,816
<b>Wheat, total receipts..... bush.</b>	19,786,614	20,860,805	20,667,212	23,533,800
<b>Corn, " " .....</b>	25,618,410	20,834,060	16,024,715	20,990,245
<b>Oats, " " .....</b>	13,257,925	15,728,180	20,570,245	20,409,930
<b>Rye, " " .....</b>	475,855	686,810	940,396	1,327,892
<b>Barley, " " .....</b>	2,011,500	1,939,993	2,234,504	2,683,119
<b>All Grain received (including flour reduced to wheat).... "</b>	69,555,619	69,827,264	89,416,654	79,428,113
<b>Cotton, receipts..... bales.</b>	1,011,587	913,328	766,419	577,582
<b>Bagging, manufactured..... yards.</b>	9,975,655	12,500,000	11,000,000	10,400,000
<b>Hay, receipts .....</b>	234,256	251,132	213,224	298,246
<b>Tobacco, receipts .....</b>	44,914	52,127	56,534	51,402
<b>Lead, receipts in pigs 80 lb. . pigs.</b>	1,577,443	1,800,235	2,007,720	2,407,605
<b>Hog Product, total shipm'ts.. lbs.</b>	389,946,455	396,183,896	373,668,410	393,266,040
<b>Cattle, receipts..... head.</b>	795,800	969,881	1,181,628	1,209,121
<b>Sheep " .....</b>	434,133	534,115	540,443	565,836
<b>Hogs " .....</b>	2,156,972	2,236,945	1,494,395	1,785,873
<b>Horses and Mules, receipts... "</b>	169,082	149,716	122,697	137,711
<b>Lumber &amp; Logs, " ... feet.</b>	1,386,403,254	1,414,698,766	1,646,488,100	1,532,504,000
<b>Wool, total receipts..... lbs.</b>	17,000,790	25,877,110	28,378,060	18,766,250
<b>Hides, " .....</b>	60,581,540	55,005,030	56,237,220	50,910,600
<b>Sugar, received . ....</b>	216,982,465	209,688,510	206,826,850	197,410,250
<b>Molasses (including Glucose) rec'd, galls.</b>	5,244,050	5,395,387	5,522,450	6,230,710
<b>Coffee, received..... bags.</b>	860,871	374,675	332,255	439,145
" " ..... pkgs.	72,912	133,340	120,858	94,821
<b>Rice, receipts..... pkgs.</b>	119,615	173,530	196,575	225,165
<b>Coal, " .....</b>	4,360,299	4,955,228	5,706,794	6,534,785
<b>Nails, " .....</b>	560,110	688,200	752,575	478,370
<b>Potatoes, receipts..... bush.</b>	2,564,568	2,396,059	3,641,308	2,841,872
<b>Salt, " .....</b>	238,105	315,285	228,770	213,785
" " ..... sacks.	27,575	35,230	33,650	47,030
" " ... bush. in bulk.	776,160	772,800	777,840	953,120
<b>Butter .....</b>	12,901,690	13,476,929	14,572,645	14,070,275
<b>Tons of freight of all kinds received and shipped .....</b>	25,313,340	28,758,664	29,737,577	35,104,193

# STATEMENT SHOWING THE ENTIRE RECEIPTS.

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
Chicago & Alton R.R. (Mo. Div.)	235,930	1,294,200	1,729,900	641,550	13,500	.....
Missouri Pacific R. R.	619,275	3,598,286	3,222,895	622,680	53,290	3,840
St. Louis and San Francisco R. R.	141,220	1,972,900	85,115	9,700	.....	2,000
Wabash R. R. (West)	298,980	1,981,400	2,949,900	2,661,820	228,600	145,119
St. Louis, Kas. City & Colo. R. R.	150	623,250	24,800	.....	.....	.....
Mo., Kansas & Texas R. R.	92,660	1,090,045	645,600	61,895	2,700	5,000
St. Louis Southwestern R. R.	750	2,700	.....	.....	.....	.....
St. L., Iron Mount. & So. R. R.	10,585	125,100	5,400	9,450	.....	.....
St. L., I. M. & So. R. R. (Ill. Div.)	7,280	77,524	92,815	.....	.....	.....
Illinois Central R. R.	8,225	284,717	251,463	1,578,805	12,600	206,000
Louisville, Henderson & St. L. R. R.	.....	5,400	.....	.....	.....	.....
Louisville & Nashville R. R.	4,180	8,100	6,800	4,050	.....	.....
Mobile & Ohio R. R.	70	4,500	900	1,850	.....	.....
Southern Railway	20,270	89,600	19,800	9,505	.....	.....
Baltimore & Ohio S.-W. R. R.	175	14,400	27,900	141,750	.....	.....
Chicago & Alton R. R. (Main Line)	82,415	1,088,200	1,109,700	1,568,700	8,600	65,000
Cleveland, Cin., Chi. & St. L. R. R.	2,895	188,200	111,600	78,800	.....	.....
Vandalia R. R.	84,485	88,054	128,800	280,150	225	.....
Wabash R. R. (East)	74,175	224,100	749,600	901,900	5,400	10,000
Toledo, St. Louis & Western R. R.	16,875	74,587	50,250	74,250	900	105,000
Chicago, Peoria & St. Louis R. R.	197,360	1,516,500	2,199,600	4,210,650	110,700	824,000
Chicago, B. & Q. R. R.	108,325	548,600	975,600	1,877,950	235,900	825,000
St. L., Keokuk & N. W. R. R.	879,750	8,210,700	6,094,800	5,569,900	658,600	948,000
St. Louis, Troy & Eastern Ry.	.....	15,800	2,700	.....	.....	.....
Upper Mississippi River	14,705	127,983	68,295	87,680	748	.....
Lower " "	8,725	155,297	51,005	695	468	.....
Illinois " "	2,910	58,005	84,725	490	558	.....
Missouri " "	205	11,802	12,080	.....	18	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....
By Wagon	.....	400,000	400,000	800,000	.....	.....
<b>Total Receipts</b>	<b>2,840,695</b>	<b>28,898,900</b>	<b>20,990,245</b>	<b>21,489,807</b>	<b>1,853,362</b>	<b>2,633,119</b>
Flour manufactured	1,112,616	.....	.....	.....	.....	.....
In Store, January 1st, 1900	56,540	4,740,511	1,825,870	.....	.....	.....
<b>Total movement</b>	<b>3,509,551</b>	<b>28,189,811</b>	<b>22,825,615</b>	<b>20,489,807</b>	<b>1,853,362</b>	<b>2,633,119</b>

## RECEIPTS OF

D:

## MOVEMENT IN FLOUR

By--

Chicago & Alton R.R. (Mo. Div.)  
 Missouri Pacific R. R.....  
 Wabash R. R. (West).....  
 St. Louis, Kansas City & Col. R. R.  
 St. Louis and San Francisco R.R.  
 Missouri, Kansas & Texas R. R.  
 St. Louis Southwestern R. R. ....  
 St. Louis, Iron Mount. & So. R.R.  
 St. L., I. M. & So. R. R. (Ill. Div.)  
 Illinois Central R. R.....  
 Louisville, Henderson & St. L. R.R.  
 Louisville & Nashville R. R.....  
 Mobile & Ohio R.R. ....  
 Southern Railway .....  
 Baltimore & Ohio S. W. R. R....  
 Chicago & Alton R.R. (Main Line)  
 Cleve., Cin., Chicago & St. L. R. R.  
 Vandalia Railroad.....  
 Wabash R. R. (East).....  
 Toledo, St. Louis & Western R. R.  
 Chicago, Peoria & St. Louis R.R.  
 Chicago, Burl. & Quincy R. R. ....  
 St. Louis, Keokuk & N. W. R. R.  
 Upper Mississippi River .....  
 Lower " "  
 Illinois " "  
 Missouri " "  
 Ohio, Cumb & Tenn. Rivers.....

Total Shipments .....

Ground in City Mills.....  
 City consumption .....  
 Stock on hand Dec. 31, 1906 .....

Total movement.....

**OF LEADING ARTICLES TO THE CLOSE OF EACH  
WEEK FOR THE YEAR 1908.**

---

THE OF

134

SHIPMEN.

D.

EACH

1. 10  
2. 20

3. 30  
4. 40  
5. 50  
6. 60  
7. 70  
8. 80  
9. 90  
10. 100  
11. 110  
12. 120  
13. 130  
14. 140  
15. 150  
16. 160  
17. 170  
18. 180  
19. 190  
20. 200  
21. 210  
22. 220  
23. 230  
24. 240  
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30. 300  
31. 310  
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33. 330  
34. 340  
35. 350  
36. 360  
37. 370  
38. 380  
39. 390  
40. 400  
41. 410  
42. 420  
43. 430  
44. 440  
45. 450  
46. 460  
47. 470  
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59. 590  
60. 600  
61. 610  
62. 620  
63. 630  
64. 640  
65. 650  
66. 660  
67. 670  
68. 680  
69. 690  
70. 700  
71. 710  
72. 720  
73. 730  
74. 740  
75. 750  
76. 760  
77. 770  
78. 780  
79. 790  
80. 800  
81. 810  
82. 820  
83. 830  
84. 840  
85. 850  
86. 860  
87. 870  
88. 880  
89. 890  
90. 900  
91. 910  
92. 920  
93. 930  
94. 940  
95. 950  
96. 960  
97. 970  
98. 980  
99. 990  
100. 1000



**ITS OF LEADING ARTICLES TO THE CLOSE OF  
EACH WEEK FOR THE YEAR 1908.**

SHIPMENTS OF LEADING ARTICLES  
WEEK FOR THE YEAR

D:

Central B  
East St. L  
Advance..  
Union.....  
Venice...  
Merchant..  
Mississippi  
Burlington  
Rogers....  
McReynolds

Total, Jan  
" "  
" "  
" "  
" "  
" "  
" "  
" "  
" "  
" "  
" "  
" "

Tot

## PUBLIC ELEVATORS.

DESIGNATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
.....	1,000,000 bush.	100,000 sacks.
.....	800,000 "	.....
.....	800,000 "	.....
.....	1,000,000 "	.....
.....	800,000 "	.....
.....	400,000 "	.....
.....	1,000,000 "	.....
.....	1,800,000 "	.....
.....	500,000 "	.....
.....	1,000,000 "	.....

### RATES OF STORAGE ADOPTED BY ST. LOUIS PUBLIC ELEVATORS TO APPLY DURING 1904.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and  $\frac{3}{8}$  of 1 cent per bushel, for each additional ten days or part thereof.

On Oats,  $\frac{1}{2}$  of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and  $\frac{3}{8}$  of 1 cent per bushel for each subsequent ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin,  $\frac{1}{2}$  of 1 cent per bushel, except Oats.

Dumping sacks from river  $\frac{1}{2}$  of 1 cent per bushel.

Dumping sacks from rail  $\frac{1}{2}$  of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye,  $2\frac{1}{2}$  cents per sack for the first five days, and 1 cent per sack for each subsequent ten days or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

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### FEES FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE MISSOURI STATE INSPECTION DEPARTMENT, AND IN FORCE JANUARY 1, 1904.

Inspection and Weighing on arrival at Public Warehouse..50 cents per car.

Inspection and Weighing out of Public Warehouse.....50 cents per car.

Inspection at places other than a Public Warehouse.. ....50 cents per car.

Inspection and Weighing into Public Warehouse from Boat,

Barge or Wagon.....50 cents per 1,000 bushels.

Inspection and Weighing out of Public Warehouse into Boat,

Barge or Wagon.....50 cents per 1,000 bushels.

Inspection and Weighing Grain in sacks..... $\frac{1}{4}$  of one cent per sack.

Reinspection of Grain from Bins in Public Warehouses..45 cts. per 1,000 bu.

On all Grain inspected at places other than a Public Warehouse and unloaded at a Public Warehouse after the expiration of five [5] days from date of first inspection, there will be an additional fee of 50 cents per car.

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### FEES ADOPTED BY ILLINOIS STATE INSPECTION DEPARTMENT AND IN FORCE JANUARY 1, 1904.

FOR IN-INSPECTION.—50 cents per car load; 15 cents per wagon or cart load; 50 cents per 1,000 bushels from boats;  $\frac{1}{4}$  cent per bag.

FOR OUT-INSPECTION.—50 cents per 1,000 bushels to vessels; 50 cents per car load to teams; 15 cents per wagon load.

FOR WEIGHING.—15 cents per car load in; 15 cents per car load out; 15 cents per 1,000 bushels to boats;  $\frac{1}{4}$  of a cent per sack.

## FLOUR.

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The Flour trade of the year 1903 was very satisfactory, both as to quantity handled and the results of the business. While the amount manufactured was slightly less than for the previous year, the receipts were greater, making the amount handled nearly the same. The largest supply was via the Western and Northwestern roads. The shipments were equivalent to 3,127,096 barrels, of which 300,105 were exported via the Atlantic seaboard and 576,736 via the Gulf ports. Next to England, Cuba was the largest purchaser, taking 173,115 barrels, while 45,124 went to Porto Rico, and 18,149 to Central and South America. For home consumption the larger portion, as usual, went to the South, amounting to 1,739,688 barrels, more than three times as much as went to the Eastward. Much the larger portion of the shipments was in bags of various sizes, but the movement is given in barrels for comparisons.

Most of the Flour manufactured after harvest was from hard wheat, the price being relatively lower than soft, enabling the millers and dealers to better compete with other milling points. Hard wheat Flour is now competing successfully with spring wheat brands, and while not equal to the soft wheat Flour, for which St. Louis is famous, is being blended with the soft Flour and accepted by the trade, for the time being, on account of the lower value.

The soft red winter wheat Flours were quoted during the year at \$3.35 to \$4.40 per barrel for patents, \$3.00 to \$4.00 for extra fancy, and \$2.70 to \$3.60 for clears. The stock held in store during the year ranged from 38,000 to 71,000 barrels, being at the close 52,240 barrels.

## FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1903.	Barrels Manuf. 1902.	Barrels Manuf. 1901.
Geo. P. Plant Milling Co.....	Plant's Roller A	2,500	854,955	877,794	842,497
Kehler Flour Mills Co.....	Kehler.....	3,000	281,900	284,500	880,987
Regina Flour Mills Co.....	Regina.....	1,000	.....	54,271	66,298
Victoria Flour Mill Co.....	Victoria.....	1,200	108,900	102,000	180,575
Hezel Milling Co.....	East St. Louis..	500	106,700	112,018	118,949
Saxony Mill Co.....	Saxony.....	900	98,728	118,060	111,749
Sessinghaus Milling Co.....	Jefferson.....	500	108,383	112,989	107,943
H. B. Eggers & Co.....	Meramec.....	500	85,400	93,490	101,500
Carondelet Milling Co.....	Carondelet.....	200	22,400	23,400	24,690
J. B. Buss.....	Buss.....	825	.....	45,018	70,096
Total.....	.....	10,625	1,112,316	1,522,531	1,505,284

**FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS  
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-  
ZENS OF ST. LOUIS, MEMBERS OF THE  
MERCHANTS' EXCHANGE.**

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1903.
Kehler Flour Mills Co.....	Rex .....	Kansas City.....	5,000	512,200
E. O. Stanard Milling Co....	Alton City.....	Alton, Ill.....	2,000	450,159
E. O. Stanard Milling Co....	Empire. ....	Dallas, Tex.....	1,200	221,951
Camp Spring Mills Co.....	Camp Spring...	Nashville, Ill....	1,000	192,000
John F. Meyer & Sons.....	Queen City.....	Springfield, Mo..	600	144,057
Mar. Bernheimer M. & M. Co	Banner Mills...	Clinton, Mo.....	600	100,000
Jno. F. Meyer & Sons.....	Model.....	Springfield, Mo..	.....	87,602
Hunter Bros. Milling Co....	Farmers'.....	Edwardsville, Ill	800	20,000
Regina Flour Mill Co.....	Regina .....	Washington, Mo.	400	135,900
Bernet, Craft & Kauffman Milling Co.....	President.....	Mt. Carmel, Ill..	1,000	110,000
Bernet, Craft & Kauffman Milling Co.....	Palmyra .....	Palmyra, Mo....	150	30,000
Bernet, Craft & Kauffman Milling Co.....	Mt. Olive .....	Mt. Olive, Ill....	400	60,000
Total.....	.....	.....	.....	2,063,869

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND  
SHIPMENTS FOR A SERIES OF YEARS.**

**STOCK OF FLOUR IN STORE DEC. 31st, FOR TWENTY YEARS.**

<b>Year.</b>	<b>Bbls.</b>	<b>Year.</b>	<b>Bbls.</b>
1908 .....	52,240	1888 .....	69,615
1902 .....	56,540	1892 .....	127,737
1901 .....	60,732	1891 .....	70,130
1900 .....	64,608	1890 .....	87,406
1899 .....	75,067	1889 .....	98,798
1898 .....	78,828	1888 .....	99,676
1897 .....	55,586	1887 .....	124,200
1896 .....	82,296	1886 .....	119,450
1895 .....	75,696	1885 .....	114,898
1894 .....	68,927	1884 .....	108,096

**MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.**

<b>Month.</b>	<b>1908. bbls.</b>	<b>1902. bbls.</b>	<b>1901. bbls.</b>	<b>• Month.</b>	<b>1908. bbls.</b>	<b>1902. bbls.</b>	<b>1901. bbls.</b>
January 1st.....	71,408	60,782	64,608	July 1st .....	27,890	40,060	46,266
February 1st.....	54,678	57,265	60,150	August 1st.....	45,700	37,181	48,466
March 1st.....	44,900	56,500	60,698	September 1st.....	52,480	33,700	62,800
April 1st.....	39,968	50,568	57,898	October 1st.....	43,870	28,982	56,276
May 1st.....	39,525	50,960	59,715	November 1st.....	61,800	51,321	59,036
June 1st.....	40,100	50,565	68,700	December 1st.....	52,674	56,840	62,354

## MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1908.	1909.	Months.	1908.	1909.
January.....	160,735	173,295	January.....	284,791	311,719
February.....	171,505	140,845	February.....	236,029	184,515
March.....	195,825	199,270	March.....	206,992	184,215
April.....	169,019	157,445	April.....	242,405	192,985
May.....	185,520	155,220	May.....	214,900	159,200
June.....	108,970	160,060	June.....	126,120	212,406
July.....	167,545	177,890	July.....	218,850	192,979
August.....	200,515	185,575	August.....	200,918	260,575
September.....	234,185	192,685	September.....	288,155	245,488
October.....	241,625	212,195	October.....	232,778	249,565
November.....	276,190	219,085	November.....	269,978	280,285
December.....	280,970	228,670	December.....	284,685	301,685
Total bbls.....	2,340,695	2,217,685	Total bbls.....	3,127,086	2,684,451

## RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '87,	1,068,448 bbls.	Year ending June 30, '96,	1,
" " 30, '88,	964,021 "	" " 30, '97,	1,
" " 30, '89,	991,836 "	" " 30, '98,	1,
" " 30, '90,	1,340,317 "	" " 30, '99,	1,
" " 30, '91,	1,227,546 "	" " 30, 1900,	1,
" " 30, '92,	1,431,990 "	" " 30, 1901,	2,
" " 30, '93,	1,597,408 "	" " 30, 1902,	3,
" " 30, '94,	1,143,435 "	" " 30, 1903,	2,
" " 30, '95,	1,119,308 "		

## SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1908.	1909.	Direction.	1908.	1909.
Eastern Railroads.....	407,720	386,842	Direct for export, via Atlantic ports.....	800,185	905,395
Illinois River.....		475	Direct for export, via Gulf ports.....	576,736	
Western Railroads.....	1,274,585	1,273,570	To Eastern points.....	468,770	551,811
Southern Railroads.....	143,520	55,890	Southern points.....	1,789,668	1,174,809
Lower River Boats....	9,989	10,885	Western points.....	87,487	49,247
Northern Railroads....	428,978	531,520	Northern points....	9,850	4,579
Upper River Boats....	14,705	9,775			
Missouri River Boats..	2,910	90			
Total bbls.....	2,340,695	2,217,685	Total bbls.....	3,127,086	2,684,451



## EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1900. Bbls.	1901. Bbls.	1902. Bbls.	1903. Bbls.
New York .....	4,487,808		4,149,129	4,281,094
Boston and Charlestown .....	1,006,175		901,825	767,044
Philadelphia .....	2,174,567		2,521,791	2,664,177
Baltimore .....	8,003,787		8,074,885	8,489,618
New Orleans .....	878,808		612,290	1,374,344
San Francisco .....	1,180,145		1,090,878	750,419
Chicago .....			88,388	7,204
Duluth and Superior .....	296,488		520,585	682,176
Portland .....			129,020	174,796
Puget Sound .....	1,194,197	1,185,470	1,630,555	1,968,341
Portsmouth and Norfolk .....	412,786	478,529	173,876	158,626
Willamette .....	838,610	643,826	691,471	1,087,626
New Port News .....	2,209,502	2,757,839	1,954,482	1,044,044
Galveston .....	191,468	148,672	111,075	588,516
Mobile .....	212,128	290,909	261,813	268,696
Other Points .....	507,071	569,626	106,714	332,691
Total .....	18,682,509	19,352,830	17,998,631	19,554,141

## RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1900. Bbls.	1901. Bbls.	1902. Bbls.	1903. Bbls.
St. Louis .....			2,217,885	2,240,695
New York .....			6,898,734	7,696,323
Boston .....			1,945,758	1,668,742
Baltimore .....			8,757,255	4,396,959
Cincinnati .....			2,406,058	1,553,704
Milwaukee .....			3,681,400	3,807,936
Minneapolis .....			246,241	111,111
Toledo .....	1,185,364		700,000	625,000
Buffalo .....	11,468,079		12,026,616	11,243,027
Chicago .....	9,818,591		7,895,207	7,790,227
Philadelphia .....	3,712,177		4,213,907	3,862,424
New Orleans .....	647,796		551,145	528,471
Detroit .....	285,500		378,300	292,301
Peoria .....	837,170		1,017,620	626,905
San Francisco .....	1,221,442		1,743,553	1,366,976
Montreal .....	838,182		1,043,016	1,313,497
Duluth and Superior .....	4,519,540		6,907,765	786,740
Cleveland .....	1,182,720		851,420	312,999
Indianapolis .....	220,220		325,043	1,306,096
Tacoma .....			415,220	
Galveston .....			270,104	680,047

## AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1903. Bbls.	1902. Bbls.	1901. Bbls.	1900. Bbls.
Minneapolis .....	15,581,805	16,260,105	15,921,880	15,082,725
St. Louis .....	1,112,816	1,322,530	1,505,234	1,346,059
Baltimore .....	350,378	384,758	349,735	316,940
Philadelphia .....	612,800	600,000	536,000	551,000
Milwaukee .....	1,443,420	1,755,051	1,939,966	1,866,501
Buffalo .....	990,103	965,662	895,050	962,573
Toledo .....	1,308,000	1,600,000	.....	1,092,000
Detroit .....	570,000	313,000	563,400	626,000
Chicago .....	838,878	1,262,224	1,280,000	1,274,776
Duluth and Superior .....	1,178,695	1,809,620	860,605	345,460
Kansas City .....	1,535,460	1,298,359	1,430,634	1,291,634
Peoria .....	90,000	107,000	112,000	150,000
Cincinnati .....	431,067	416,293	416,805	356,718
Cleveland .....	175,000	.....	130,000	190,000
Indianapolis .....	519,845	665,614	596,504	489,491
Nashville, Tenn .....	714,769	938,376	877,481	261,068
Galveston .....	195,000	172,240	200,000	.....

## FLOUR INSPECTION.

## Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

	1903. Bbls.	1902. Bbls.	1901. Bbls.	1900. Bbls.
January .....	8,464	10,648	14,190	16,557
February .....	8,930	11,065	11,463	16,608
March .....	11,163	9,027	17,147	18,870
April .....	10,958	9,228	14,672	17,827
May .....	10,294	8,134	12,659	15,950
June .....	8,007	8,090	14,201	13,461
July .....	13,506	8,917	9,810	13,331
August .....	11,745	12,014	15,446	16,494
September .....	8,845	10,547	11,840	11,948
October .....	12,087	13,662	13,465	14,425
November .....	11,188	14,503	16,085	14,368
December .....	9,416	9,840	8,600	14,304
Total bbls .....	124,603	134,675	159,578	184,143

AUGUST RUMP, Inspector.

## STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1908.

Cities.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	187,000	170,000	160,000	178,000	165,000	125,000	90,000	75,000	65,000	75,000	80,000	125,000
New York.....	84,000	80,000	59,100	78,700	77,200	57,400	78,200	50,000	71,100	50,400	55,300	79,200
Chicago.....	38,400	40,800	37,200	37,900	29,500	46,800	49,100	50,000	34,000	38,700	32,000	37,900
St. Louis.....	71,400	54,573	44,900	59,950	59,525	40,100	37,800	45,700	52,400	45,270	61,800	52,874
Toledo.....	4,000	8,000	5,500	6,000	4,000	5,000	5,000	4,000	8,000	4,000	5,000	8,000
Baltimore.....	49,000	46,000	49,000	49,000	42,000	42,000	40,000	37,000	39,000	39,000	48,000	42,000
Detroit.....	12,000	8,000	8,000	5,000	6,000	6,000	6,000	6,000	6,000	7,000	11,000	12,000
Boston.....	94,909	56,457	77,559	71,345	78,529	64,775	53,902	61,809	58,800	64,580	68,184	82,486
Milwaukee.....	47,400	50,500	90,900	126,850	97,100	74,900	70,000	65,000	49,450	56,700	107,045	151,500
Des Moines.....	52,000	28,000	52,000	128,000	847,000	265,000	258,000	215,000	202,000	224,000	229,000	140,000
Totals, bbls.....	569,155	548,780	610,254	784,545	577,914	747,025	685,952	609,009	574,595	573,708	726,179	728,912

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1901, 1902 AND 1903,  
ON THROUGH BILLS OF LADING.

**WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR  
PER BARREL FOR 1903.**

1903.		Patents.	Extra Fancy.	Clear.	Low to Medium.
January	8.....	3.35@3.50	3.05@3.20	2.70@2.85	2.20@2.40
"	10.....	3.35 3.50	3.00 3.25	2.70 2.85	2.20 2.40
"	17.....	3.35 3.50	3.00 3.25	2.70 2.85	2.20 2.40
"	24.....	3.40 3.55	3.10 3.30	2.75 2.90	2.20 2.40
"	31.....	3.40 3.55	3.00 3.25	2.75 2.90	2.20 2.40
February	7.....	3.40 3.55	3.00 3.25	2.75 2.90	2.20 2.40
"	14.....	3.40 3.55	3.00 3.25	2.75 2.90	2.20 2.40
"	21.....	3.40 3.55	3.05 3.25	2.75 2.90	2.20 2.40
"	28.....	3.35 3.50	3.00 3.25	2.75 2.90	2.10 2.25
March	7.....	3.35 3.50	3.00 3.25	2.75 2.90	2.10 2.25
"	14.....	3.35 3.50	3.00 3.25	2.75 2.90	2.10 2.25
"	21.....	3.35 3.50	3.00 3.25	2.75 2.90	2.10 2.25
"	28.....	3.35 3.50	3.00 3.25	2.75 2.90	2.00 2.15
April	4.....	3.35 3.50	3.00 3.25	2.75 2.90	2.00 2.15
"	11.....	3.35 3.50	3.00 3.25	2.75 2.90	2.00 2.15
"	18.....	3.35 3.50	3.05 3.25	2.75 2.90	2.00 2.15
"	25.....	3.35 3.50	3.05 3.25	2.75 2.90	2.00 2.15
May	2.....	3.35 3.50	3.05 3.25	2.75 2.90	2.00 2.15
"	9.....	3.40 3.55	3.10 3.30	2.75 2.90	2.00 2.15
"	16.....	3.45 3.60	3.15 3.35	2.75 3.00	2.10 2.25
"	23.....	3.50 3.65	3.20 3.40	2.90 3.10	2.10 2.40
"	30.....	3.50 3.65	3.20 3.40	2.90 3.10	2.10 2.40
June	6.....	3.75 3.85	3.35 3.50	3.10 3.20	2.30 2.50
"	13.....	3.75 3.85	3.30 3.55	3.10 3.20	2.30 2.50
"	20.....	3.80 3.90	3.40 3.60	3.15 3.25	2.30 2.60
"	27.....	3.85 4.00	3.50 3.65	3.15 3.30	2.35 2.60
July	4.....	3.90 4.10	3.60 3.85	3.25 3.40	2.30 2.50
"	11.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.30
"	18.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.30
"	25.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.30
August	1.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.30
"	8.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.30
"	15.....	4.00 4.15	3.60 3.85	3.20 3.40	2.25 2.50
"	22.....	3.95 4.15	3.60 3.85	3.20 3.40	2.25 2.50
"	29.....	3.95 4.15	3.60 3.85	3.20 3.40	2.25 2.50
September	5.....	4.00 4.15	3.60 3.85	3.25 3.40	2.35 2.60
"	12.....	4.00 4.15	3.60 3.85	3.25 3.40	2.35 2.60
"	19.....	4.00 4.15	3.60 3.85	3.25 3.40	2.35 2.60
"	26.....	3.90 4.10	3.60 3.85	3.15 3.40	2.35 2.90
October	3.....	4.00 4.20	3.65 3.85	3.15 3.40	2.35 2.90
"	10.....	4.00 4.20	3.65 3.85	3.15 3.40	2.35 2.90
"	17.....	4.00 4.20	3.65 3.85	3.15 3.40	2.35 2.90
"	24.....	4.00 4.20	3.65 3.85	3.15 3.40	2.35 2.90
"	31.....	4.10 4.25	3.90 4.00	3.25 3.50	2.35 2.90
November	7.....	4.10 4.25	3.90 4.00	3.25 3.50	2.35 2.90
"	14.....	4.10 4.25	3.90 4.00	3.25 3.50	2.35 2.90
"	21.....	4.10 4.25	3.75 3.85	3.25 3.50	2.35 2.90
"	28.....	4.10 4.25	3.75 3.85	3.25 3.50	2.35 2.90
December	5.....	4.20 4.35	3.85 3.95	3.30 3.60	2.35 2.90
"	12.....	4.25 4.40	3.85 3.95	3.30 3.60	2.35 2.90
"	19.....	4.25 4.40	3.85 3.95	3.30 3.60	2.35 2.90
"	26.....	4.25 4.40	3.85 3.95	3.30 3.60	2.35 2.90

GRAIN.

The grain crops of 1903 while up to the average yield, fell short of the phenomenal crops of 1902, aggregating in the coarse grains 3,807,317,766 bushels as compared with 4,345,138,647 bushels the previous year.

The acreage production and value as given by the department of agriculture was as follows:

CROPS.	ACREAGE.	PRODUCTION.	Average yield per Acre.	FARM VALUE.
	Acres.	Bushels.	Bushels.	
Winter Wheat.....	82,510,510	899,867,260	12.8	\$286,242,849
Spring Wheat.....	16,954,457	287,954,585	14.0	156,781,977
Corn.....	88,091,998	2,244,176,925	25.5	952,868,801
Oats ..	27,638,126	784,094,199	28.4	267,661,665
Rye.....	1,908,894	29,868,416	15.4	15,993,871
Barley .....	4,998,187	181,861,891	26.4	60,166,313

The yield per acre in bushels for 1902 was Winter wheat 14.4, Spring wheat 14.7, Corn 26.8, Oats 34.5, Rye 17.0 and Barley 29.0.

The yield as compared with previous years was as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1903.....	637,821,885	2,224,176,925	784,094,199	29,868,416	181,861,891	3,807,317,766
1902.....	665,068,008	2,523,648,812	987,842,712	33,630,592	184,954,028	4,345,138,647
1901.....	748,460,218	1,522,519,891	786,808,724	30,344,830	109,982,924	3,148,066,587
1900.....	522,229,505	2,105,102,516	809,125,969	28,995,927	59,925,838	3,519,879,770
1899.....	547,808,846	2,078,143,933	796,177,713	28,961,741	73,381,563	3,518,968,796
1898.....	675,148,705	1,924,154,660	730,906,643	25,657,522	55,792,257	3,411,689,787
1897.....	530,149,168	1,902,967,983	698,767,809	27,863,324	66,685,127	3,225,933,361

Farm values for several years compare as follows:

	1900.	1901.	1902.	1903.
Corn.....	\$751,220,034	\$921,555,768	\$1,017,017,349	\$952,868,801
Wheat .....	323,515,177	467,350,156	422,224,117	443,024,826
Oats.....	208,669,233	293,658,777	303,584,852	267,661,665
Rye .....	12,285,417	16,909,742	17,080,793	15,993,871
Barley.....	24,075,271	49,705,163	61,898,634	60,166,313
Hay .....	445,538,870	506,191,539	542,036,364	556,376,880
Potatoes .....	90,811,167	143,979,470	134,111,436	151,638,490

It will be noticed that corn is the most valuable product of agriculture and that hay and wheat are the next.

The exports of grain from the United States for the past three years compare as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	Oats. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1903.....	73,372,255	91,782,780	1,494,857	2,758,906	9,799,605	179,158,397
1902.....	129,466,280	18,723,960	5,976,708	4,855,264	8,712,874	167,735,081
1901.....	179,201,418	102,359,089	25,929,048	2,617,570	8,666,110	318,773,235
1900.....	99,079,153	191,586,489	82,183,242	1,993,785	12,319,163	386,964,831
1899.....	109,685,161	206,135,233	41,065,122	4,852,840	16,949,846	376,657,702

The grain business of St. Louis was fairly satisfactory, the aggregate amount handled being nearly as great as for the previous year. Receipts were curtailed to a considerable extent during June and July by reason of the flood which practically suspended rail transportation for the time being, and by the destruction of the wheat crop in the bottoms below the city. St. Louis stands third in amount of grain handled at primary markets.

Receipts for the past five years compare as follows:

#### RECEIPTS.

	1903.	1902.	1901.	1900.	1899.
Wheat, bushels.....	23,583,800	30,667,212	20,860,805	19,786,610	10,428,163
Corn, " .....	20,990,245	16,024,715	20,834,060	25,613,410	23,344,475
Oats, " .....	20,409,930	20,570,245	15,728,130	13,257,925	12,606,835
Rye, " .....	1,827,892	940,896	686,810	475,855	454,790
Barley " .....	2,633,119	2,234,504	1,939,993	2,011,560	1,409,744
Total, bushels....	68,894,985	70,437,072	60,049,798	61,144,805	48,243,737

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1903.....	79,428,113	1897.....	63,581,864	1891.....	68,835,754
1902.....	80,416,654	1896.....	57,203,249	1890.....	77,795,322
1901.....	69,817,294	1895.....	37,410,330	1889.....	68,466,596
1900.....	69,556,619	1894.....	51,646,405	1888.....	51,105,121
1899.....	55,058,154	1893.....	66,848,786	1887.....	48,848,562
1898.....	60,884,608	1892.....	80,548,136	1886.....	42,918,800

The relative position of the ten principal primary receiving points is shown by the following table:

#### RECEIPTS OF GRAIN FOR FOUR YEARS.

	1902—bush.	1902—bush.	1901—bush	1900—bush.
Chicago.....	240,547,173	185,735,374	245,207,653	307,726,135
St. Louis.....	68,894,986	70,437,072	60,049,798	61,144,804
Minneapolis.....	124,562,810	112,889,660	114,817,400	105,713,590
Peoria .....	34,855,870	34,776,815	6,609,466	32,588,600
Kansas City.....	61,749,000	48,869,000	46,768,600	46,638,250
Milwaukee .....	33,168,305	32,896,177	38,710,300	41,046,130
Toledo .....	25,699,618	26,491,302	26,324,836	41,840,418
Duluth and Superior ...	41,387,622	49,807,816	51,217,666	40,869,596
Detroit.....	12,589,904	12,823,840	12,387,116	11,003,717
Cincinnati.....	20,581,862	20,122,812	26,667,371	26,385,323

#### WHEAT.

The wheat crop in the territory tributary to St. Louis was a short one. St. Louis is the recognized market for Red Winter wheat. A partial failure of the soft wheat crop is more severely felt in this than in every other market. Usually the receipts are heaviest in July and August. In 1902 the amount received during these months was

12,287,469 bushels, in 1901 9,424,389 bushels, while during 1903 only 3,754,920 bushels came in. The almost total destruction of the crop in the bottom lands below St. Louis by the overflow in June cut off a very important source of supply.

Receipts were as usual largest from the West and Northwest, although in the later months a considerable amount was received from east of the river.

Inspections for the past two years show the relative amount of each grade received as follows:

Wheat.	1902—Cars.	1903—Cars.
Red Winter .....	25,819	17,965
Hard Winter.....	4,740	6,033
White Winter.....	97	20
Mixed .....	220	646
Spring.....	580	717
Total .....	31,456	25,381

The shipments of wheat aggregated 18,806,761 bushels; of this amount, 1,724,220 bushels went by river to New Orleans for export and 876,085 by rail to Atlantic and Gulf ports for foreign account. The largest amount, 14,867,060, was distributed by rail to Southern and Southeastern points, 1,797,932 bushels going to Eastern points on milling demand.

Values for No. 2 Red ranged at 70c and 76c from January to end of May, reaching 84 in latter part of June, closing in August at 85, ranging from 84 to 91 in September, October and November, and closing in December at 92 cents.

Receipts of wheat at the principal primary markets for the past three years compare as follows:

	1903—Bu.	1902—Bu.	1901—Bu.
Minneapolis .....	86,040,070	88,762,120	90,838,570
Chicago.....	27,124,585	37,940,953	51,197,870
Kansas City.....	38,322,000	24,018,400	26,952,804
Duluth and Superior	29,091,142	42,406,923	47,000,965
St. Louis .....	23,533,800	30,667,212	20,860,805
Milwaukee .....	9,031,615	9,426,200	18,050,850
Toledo.....	5,729,513	13,100,260	8,216,205

The crop of the surplus wheat States for the three years were as follows

	1903—Bu.	1902—Bu.	1901—Bu.
Kansas.....	87,249,557	45,827,495	99,079,304
Minnesota .....	70,652,597	79,752,404	80,102,627
Nebraska.....	42,157,560	52,726,451	42,006,835
Iowa .....	12,531,304	14,899,245	21,048,101
South Dakota....	47,252,994	43,973,033	51,662,307
Missouri ....	22,194,614	56,266,494	31,137,097
Illinois .....	16,571,940	32,601,932	30,052,053
Wisconsin .....	8,365,335	9,655,094	7,576,874
North Dakota...	55,240,580	62,872,241	59,310,669

The average yield per acre in 1903 was 12.9 bushels for the whole crop, winter being 12.3 and spring 14.0. In Kansas the yield was 14.0 for winter and 17.01 for spring. In Nebraska 16.4 for winter and 12.6 for spring. In Iowa 15.9 for winter and 12.1 for spring. In Missouri 8.7 and in Illinois 8.4.

The average yield per acre in 1902 was 14.5 bushels for the whole crop. Winter being 14.4 and spring 14.7. In Kansas the yield was 10.4, in Nebraska 23.2, in Iowa 17.5, in Missouri 19.9 and in Illinois 17.9.

### CORN.

The amount of this important cereal handled in this market during the year was 20,990,245 bushels, an increase over 1902 of practically five million bushels. This was from the phenomenal crop of 1902, the largest ever produced. The receipts from the West and Northwest furnished the bulk of the receipts, with decreased amounts from east of the river.

Of the shipments 1,568,820 bushels went to Atlantic and Gulf ports for export, as did 1,025,221 bushels via river to New Orleans.

The South took the greater part of the offerings, 15,925,302 bushels going by rail and 172,308 by river for consumption.

The market opened in January at 40@41c for No. 2, reaching 45c the first of March, ranged from 40@42½c in April, closing in May at 46@46½c, touched 55c in June, was quoted at 48@51c during July, August and September, and at 42@43c in October and November, closing in December at 43@45c.

Receipts at the principal primary markets were as follows:

#### RECEIPTS OF CORN.

	1903. Bushels.	1902. Bushels.	1901. Bushels.	1900. Bushels.
Chicago .....	98,545,584	50,622,907	84,136,637	184,663,456
St. Louis.....	20,990,245	16,024,715	20,834,060	25,613,410
Peoria.. .....	21,034,970	18,276,649	19,604,568	18,595,800
Kansas City.....	16,282,800	16,092,800	13,488,850	8,334,250
Toledo.....	12,882,902	5,950,791	10,969,528	24,828,879
Detroit.....	3,793,303	2,069,537	3,266,974	3,378,934
Milwaukee .....	2,303,500	2,701,220	3,425,800	5,780,400
Cincinnati.....	10,453,465	7,910,048	11,593,425	14,420,798
Indianapolis.....	7,233,750	6,599,520	5,693,650	7,498,200

The crops of the corn surplus States for three years, as reported by the Department of Agriculture, are as follows:

	1903—Bush.	1902—Bush.	1901—Bush.
Ohio.....	88,095,757	121,608,512	80,313,302
Indiana .....	142,580,886	171,332,141	87,753,541
Illinois .....	264,087,431	372,436,416	198,025,718
Iowa.....	229,218,220	297,686,016	230,264,550
Missouri.....	202,839,584	264,232,605	66,436,376
Kansas.....	171,687,014	222,805,621	61,506,084
Nebraska .....	172,379,532	252,520,173	109,141,840
<b>Total</b> .....	<b>1,270,883,424</b>	<b>1,702,621,485</b>	<b>833,441,356</b>



**OATS.**

The amount of oats handled was 20,409,993 bushels, about the same as in the previous year, although the crop was considerably less. The largest receipts were by the North and Northwestern roads and the next by the roads east of the river.

Practically none were exported, the bulk of the offerings going to the South for consumption, 6,095,251 bushels being taken for home consumption.

Values of No. 2 ranged from 34 to 37 cents up to June 1, when the price advanced to 37@43c, weakening in August as low as 32½c, reaching 39c in September and ranging from 36@38c for the balance of the year.

The Oat crops of the Western States for four years compare as follows:

	1903. bush.	1902. bush.	1901. bush.	1900. bush.
Iowa .....	84,183,944	124,638,337	122,304,564	130,572,128
Minnesota .....	68,809,174	82,259,697	65,734,027	41,907,046
Wisconsin .....	79,638,846	95,037,810	66,647,331	61,971,552
Illinois .....	98,525,762	153,450,423	112,531,903	133,642,884
Indiana .....	29,457,705	48,565,685	39,633,022	44,866,035
Ohio .....	30,752,419	46,409,791	35,217,878	40,340,534
Missouri .....	17,401,783	27,816,165	10,197,746	24,695,373
Kansas .....	26,011,753	31,529,128	17,332,410	43,063,943

**RYE.**

The Rye crop of 1903 was 29,363,416 bushels. Receipts at St. Louis were 1,327,892 bushels, the major part coming by rail from the West. Prices of No. 2 ranged from 47 cents to 52 cents during the first six months, 52 to 53 cents in August and September, and from 52 to 55 cents the balance of the year.

**BARLEY.**

Receipts for Barley were 2,633,119 bushels, a considerable increase over previous years, practically all of which was taken by home brewers and malsters.

**AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.**

1890.....	1,856,883	bbls., or 58,498,114	galls.
1891.....	1,810,812	"	56,135,172 "
1892.....	1,961,449	"	60,814,919 "
1893.....	2,092,903	"	64,879,993 "
1894.....	1,931,666	"	59,881,646 "
1895.....	1,962,059	"	60,823,844 "
1896.....	2,193,785	"	68,007,356 "
1897.....	2,124,507	"	65,859,744 "
1898.....	2,040,158	"	63,204,898 "
1899.....	2,100,411	"	65,112,741 "
1900.....	2,283,603	"	70,791,693 "
1901.....	2,517,755	"	78,050,402 "
1902.....	2,707,508	"	83,932,748 "
1903.....	2,804,208	"	86,930,448 "

## MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1908.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January .....	169,785	1,844,129	3, 15	1, 00	177,800	519,000
February .....	171,506	1,841,823	2, 55	2, 55	131,754	296,000
March .....	195,825	1,036,545	3, 45	2, 80	262,271	271,000
April .....	169,010	1,342,654	1, 40	1, 40	49,128	90,000
May .....	185,530	944,206	1, 80	1, 85	29,870	85,000
June .....	106,970	526,620	1, 10	1, 90	12,150	18,000
July .....	167,845	2,868,982	1, 25	1, 80	49,186	6,000
August .....	200,515	2,986,198	1, 85	1, 55	74,844	2,000
September .....	284,185	2,785,820	1, 45	1, 05	87,800	119,000
October .....	241,625	2,828,627	1, 55	2, 55	146,700	517,000
November .....	276,190	2,818,896	1, 85	1, 70	178,461	495,000
December .....	280,970	8,174,865	1, 25	1, 50	185,000	270,119
By Wagon .....		585,000	00	00		
Total .....	2,840,695	28,535,900	20,980,245	20,409,980	1,722,754	2,638,119

## MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1908.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January .....	234,791	1,689,812	8,475,368	1, 78	188,207	17,650
February .....	268,028	1,877,806	8,188,980	1, 50	100,008	8,436
March .....	246,902	1,896,788	8,228,687	2, 90	202,468	14,110
April .....	242,405	2,702,786	1,982,868	1, 05	148,547	22,022
May .....	214,900	1,890,719	1,685,260	1, 85	46,906	8,820
June .....	126,120	878,106	829,480	05	6,552	7,226
July .....	218,850	1,168,548	1,482,178	1, 00	84,545	
August .....	260,915	1,268,887	946,905	40	48,151	1,915
September .....	369,155	1,782,224	1,489,150	40	75,101	7,652
October .....	332,770	2,127,278	1,812,880	1, 45	99,686	16,285
November .....	289,076	1,244,269	548,015	80	101,174	76,536
December .....	284,566	1,851,042	628,596	05	87,977	117,949
Total .....	8,127,086	18,806,761	20,689,651	14,079,148	1,066,416	298,086

## TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-ONE YEARS.

	Receipts.	Shipments.
1888 .....	51,983,494	37,892,949
1889 .....	52,776,582	41,227,280
1890 .....	52,979,426	39,898,580
1891 .....	42,913,880	27,600,878
1892 .....	49,748,562	36,003,283
1893 .....	51,196,121	38,402,167
1894 .....	63,406,596	56,282,700
1895 .....	77,795,282	63,155,187
1896 .....	68,835,754	51,860,319
1897 .....	60,543,136	53,545,976
1898 .....	66,848,786	51,487,804
1899 .....	51,646,405	36,170,487
1900 .....	37,410,330	29,389,868
1901 .....	57,202,249	41,200,512
1902 .....	63,581,364	46,267,028
1903 .....	60,384,608	52,722,679
1904 .....	55,058,154	41,028,688
1905 .....	69,555,619	54,608,499
1906 .....	69,817,264	59,152,371
1907 .....	60,416,654	60,684,266
1908 .....	79,428,118	68,977,008

Since 1892, Flour is reduced to wheat at four and one-half bushels to the barrel, previous to 1892 at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1878.....	14,325,431	6,900,803	9,009,723	6,382,712	3,833,276	1,733,801	845,982	757,621	1,517,292	244,799
1879.....	17,032,392	7,302,076	13,360,686	8,311,005	5,002,165	2,154,026	713,723	423,730	1,831,507	290,423
1880.....	21,032,275	11,513,379	22,298,077	17,571,332	5,607,078	2,541,613	468,755	276,041	2,561,992	165,113
1881.....	13,243,571	6,921,630	21,259,310	15,390,180	6,295,050	3,232,853	469,769	304,761	2,411,723	167,064
1882.....	20,774,967	12,446,060	14,541,565	9,876,975	8,133,516	4,410,011	403,707	344,870	1,818,968	96,945
1883.....	15,000,704	6,420,765	20,001,450	15,199,849	6,452,757	3,047,559	533,270	393,537	2,860,798	180,900
1884.....	16,268,909	7,177,963	19,607,325	16,533,259	7,086,951	3,082,360	535,218	700,526	2,625,841	169,781
1885.....	10,690,677	2,532,609	26,114,782	20,491,416	7,383,529	3,690,829	728,796	636,640	3,017,302	210,340
1886.....	12,309,364	2,429,462	16,367,071	11,348,995	7,426,915	2,764,922	447,843	337,013	2,529,731	215,377
1887.....	14,510,315	6,238,293	16,576,386	13,841,173	9,768,545	3,790,729	236,736	175,353	2,962,192	291,337
1888.....	18,010,103	4,413,503	20,269,499	15,904,759	10,456,760	5,414,764	421,514	275,233	3,044,961	324,083
1889.....	13,810,591	5,351,141	34,299,781	30,649,187	11,247,340	6,303,877	679,364	399,072	3,070,807	352,173
1890.....	11,730,774	8,688,015	45,008,661	40,616,333	12,229,955	7,191,863	501,054	457,369	2,794,890	230,155
1891.....	25,533,133	14,977,215	21,530,940	14,881,603	12,432,215	7,773,853	1,149,490	1,089,403	2,108,546	173,663
1892.....	27,433,355	14,333,534	32,030,030	22,603,756	10,604,310	4,973,923	1,189,153	1,062,374	2,691,349	185,563
1893.....	14,642,999	7,336,634	33,309,405	29,656,427	10,036,235	4,034,276	583,799	1,586,323	1,966,746	122,613
1894.....	10,003,242	3,140,172	23,546,945	18,163,863	10,196,605	3,909,309	140,235	120,036	2,063,433	78,571
1895.....	11,275,336	7,573,613	8,779,990	6,981,369	10,466,160	4,606,374	224,321	173,296	2,104,126	45,351
1896.....	12,651,243	6,650,573	24,763,445	20,042,730	11,491,510	5,395,687	296,930	247,529	1,961,611	106,624
1897.....	12,057,735	7,460,084	31,077,440	25,817,631	12,147,235	5,860,630	712,428	969,491	1,606,811	125,121
1898.....	14,240,252	11,026,765	26,733,965	27,869,091	10,725,890	5,975,364	571,707	670,072	2,001,911	52,983
1899.....	10,423,163	4,903,427	23,344,475	20,241,923	12,606,835	6,164,585	454,790	491,642	1,409,474	77,572
1900.....	19,786,614	12,478,866	25,613,410	22,682,765	13,257,925	7,533,703	475,365	481,778	2,011,500	121,460
1901.....	20,890,305	17,012,659	20,334,060	17,718,656	15,728,130	10,511,305	633,610	490,517	1,339,393	92,201
1902.....	30,637,212	22,276,507	16,024,715	13,696,459	20,570,245	11,637,939	940,336	305,905	2,234,504	65,417
1903.....	23,533,900	13,803,761	20,330,245	20,639,631	20,409,930	14,079,143	1,577,890	1,036,416	2,633,113	293,095

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

YEAR.	Wheat, bu.		Corn, bu.		Oats, bu.		Rye, bu.		Barley, bu.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1894.....	2,692,250	516,743	27,567	76,071	7,245,975	1,755,973	4,499	750,366	4,499	24,418
1895.....	2,676,049	1,277,909	20,163	79,727	2,367,144	44,879	12,972	629,002	12,972	11,188
1896.....	4,423,396	1,733,967	81,446	110,260	2,784,335	2,101,223	77,893	521,639	77,893	13,622
1897.....	4,678,339	1,043,930	8,595	107,826	2,969,433	4,180,131	98,719	491,792	98,719	8,155
1898.....	3,303,153	1,257,375	109,252	112,609	1,766,479	827,159	6,318	170,314	6,318	14,913
1899.....	2,568,671	1,298,410	33,700	254,241	2,935,476	506,046	10,688	29,729	10,688	50,723
1900.....	2,323,141	773,353	4,125	165,433	5,972,356	946,159	11,636	19,341	11,636	75,140
1901.....	3,153,334	509,699	15,131	103,514	3,630,244	1,010,045	114,833	33,971	114,833	8,429
1902.....	7,545,050	1,066,634	43,619	187,331	4,740,571	1,826,670	26,470	29,577	26,470	.....
1903.....	6,572,512	330,063	3,263	54,357	6,344,649	120,674	46,246	225,592	46,246	26,075

## WHEAT.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1903.	Months.	1902.	1903.
January .....	30	1,844,129	January .....	1, 01	1,839,812
February.....	28	1,041,822	February .....	1, 97	1,877,805
March .....	26	1,036,585	March .....	29	1,886,788
April .....	28	1,242,655	April .....	01	2,702,798
May .....	1, 04	944,206	May.....	1, 08	1,880,719
June.....	1, 04	526,620	June.....	1, 08	878,106
July .....	5, 22	2,868,982	July .....	1, 15	1,169,548
August .....	6, 47	2,966,198	August .....	4, 75	1,268,397
September.....	4, 46	2,738,820	September.....	2, 61	1,782,224
October.....	8, 67	2,828,627	October.....	2, 02	2,127,278
November.....	8, 01	2,813,896	November.....	2, 00	1,244,269
December .....	1, 41	8,174,865	December .....	2, 40	1,851,042
By Wagon.....	30	585,000			
Total bushels...	80,687,212	28,538,800	Total bushels...	22,278,507	18,806,761

## SOURCES OF SUPPLY FOR THREE YEARS.

From	1903.	1902.	1901.
The West by rail and Missouri River.....	9,265,288	16,696,970	11,614,246
The South by rail from west of Mississippi river .....	1,207,845	426,888	1,006,778
The South by Mississippi river boats.....	155,297	1,441,640	1,268,128
The South by rail from east of Mississippi river.. ..	412,841	544,868	580,821
The East by rail and by Illinois river.....	3,107,846	2,158,471	1,167,728
The North and Northwest by rail and river.....	8,892,288	8,646,989	4,194,184
Wagons from near the city.....	400,000	582,580	450,480
Total Receipts, bushels .....	28,808,000	80,687,212	30,800,806

## DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1903.	1902.	1901.
Europe direct via Atlantic and Gulf ports by rail..	876,086	2,672,968	6,294,729
Europe direct via New Orleans by river.....	1,724,220	2,806,714	1,828,244
East by rail (not exported).....	1,797,962	4,694,678	4,498,602
South by rail (not exported).....	14,887,080	11,261,889	4,142,260
To local points by rail and river.....	41,464	448,416	248,808
Total shipments, bushels. ....	18,806,761	22,278,507	17,012,643

## CORN.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1903.	Months.	1902.	1903.
January .....	115	108	January .....	108	2,022,905
February .....	155	150	February .....	100	1,663,670
March .....	145	160	March .....	107	1,610,940
April .....	140	125	April .....	103	1,398,304
May .....	200	170	May .....	100	1,300,690
June .....	110	110	June .....	130	783,480
July .....	125	120	July .....	178	456,708
August .....	125	109	August .....	105	919,055
September .....	145	180	September .....	100	515,615
October .....	105	105	October .....	100	521,805
November .....	125	100	November .....	115	980,680
December .....	125	100	December .....	105	1,632,840
By Wagons .....	100	100			
Total bushels ..	20,900,345	16,034,715	Total bushels...	20,689,651	18,698,469

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1900.	1902.	1901.
The West by rail and Missouri River .....	7,978,900	2,762,825	4,612,025
The South by rail from west of Mississippi river .....	650,900	9,375	404,175
The South by Mississippi river boats .....	51,005	78,790	7,555
The South by rail from east of Mississippi river .....	871,200	1,020,000	917,640
The East by rail and by Illinois river .....	4,409,875	6,302,850	6,425,570
The North and Northwest by rail and river .....	7,138,895	5,151,945	9,567,055
Wagons from near the city .....	400,000	800,000	600,000
Total Receipts, bushels .....	20,900,345	16,034,715	20,934,060

## DIRECTION OF SHIPMENTS FOR THREE YEARS.

	1900.	1902.	1901.
Exported via Gulf and Atlantic ports .....	1,568,820	1,658,572	1,637,040
Exported via New Orleans by river .....	1,026,231	236,400	635,705
South by rail for consumption .....	15,925,802	9,569,750	13,099,451
East by rail for consumption .....	1,628,785	745,740	1,206,010
South by river for consumption .....	172,806	97,800	66,954
West by rail for consumption .....	295,855	1,089,900	1,081,978
To local points .....	23,890	115,230	43,360
Total shipments, bushels .....	20,689,651	18,698,469	17,768,636

## OATS.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1901.	1902.	1903.
The West, by rail.....	1,415,455	8,525,685	8,848,420
The South, by rail from West of Mississippi River.	49,005	5,400	90,845
The South, by Mississippi River Boats.....	520	680	888
The South, by rail from East of Mississippi River.	997,845	1,249,670	14,905
The East, by rail and Illinois River.....	6,831,510	8,190,010	7,108,190
The North and Northwest, by rail and river.....	6,685,295	7,108,880	9,648,685
Wagons near the city.....	400,000	500,000	500,000
<b>Total Receipts, bushels.....</b>	<b>15,729,190</b>	<b>20,570,345</b>	<b>20,409,980</b>

## DIRECTION OF SHIPMENTS.

TO	1901.	1902.	1903.
The West.....	695,830	741,400	578,840
The South, by rail.....	9,221,185	10,832,889	13,120,208
The South, by river.....	508,075	825,809	275,705
The East, by rail.....	68,620	239,220	63,260
Local points.....	8,145	19,830	26,845
<b>Total Shipments, bushels .....</b>	<b>10,511,805</b>	<b>11,657,999</b>	<b>14,079,148</b>

In 1897, 418,650 bushels were exported via Atlantic ports and 631,420 bushels via New Orleans.

In 1898, 4,524 bushels were exported via Atlantic seaports and 961,717 bushels via New Orleans.

In 1899, 42,949 bushels were exported via Atlantic ports and 110,699 bushels via New Orleans.

In 1900, 244,607 bushels were exported via Atlantic ports and 667,804 bushels via New Orleans.

In 1902, 809,588 bushels were exported via Atlantic ports and 28,409 bushels via New Orleans.

In 1903, 18,571 bushels were exported by rail via Atlantic and Gulf ports.

## R Y E.

## MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1908.	1902.	Months.	1908.	1902.
January.....	177,800	87,800	.....	188,307	67,225
February.....	121,784	18,750	.....	100,008	14,810
March.....	269,371	47,700	.....	202,468	86,724
April.....	49,128	29,828	.....	145,542	87,585
May.....	26,870	21,820	.....	46,908	56,048
June.....	12,150	14,840	.....	6,552	23,628
July.....	49,128	28,808	.....	34,545	9,288
August.....	74,844	82,428	.....	68,151	23,652
September.....	87,800	174,886	.....	75,191	99,220
October.....	166,700	128,657	.....	99,696	115,126
November.....	176,461	296,696	.....	101,174	202,120
December.....	145,000	116,897	.....	87,977	222,851
Total bushels...	1,527,692	940,296	Total bushels..	1,096,411	905,946

## SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1908.	1902.	1901.
The West by rail.....	295,800	319,348	98,222
The South by rail from west of Mississippi river.....	2,700	900	700
The South by Mississippi river boats.....	489	8,908	800
The South by rail from east of Mississippi river.....	12,800	21,504	12,000
The East by rail and Illinois river.....	121,868	86,004	228,297
The North by rail and river.....	695,848	628,907	861,951
Total Receipts, bushels.....	1,527,692	940,296	695,810

230,588 bushels were exported in 1902 via Atlantic Seaboard, and 28,212 bushels via New Orleans.

86,121 bushels exported in 1903.

**BARLEY.****MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.**

RECEIPTS.			SHIPMENTS.		
Months.	1903.	1902.	Months.	1903.	1902.
January.....	519,000	274,500	January.....	17,650	8,960
February.....	298,000	142,500	February.....	8,485	.....
March.....	271,000	129,000	March.....	14,110	12,807
April.....	90,000	58,000	April.....	22,022	7,973
May.....	85,000	22,000	May.....	8,820	9,950
June.....	16,000	8,288	June.....	7,228	955
July.....	6,000	1,102	July.....	.....	.....
August.....	2,000	1,028	August.....	1,915	112
September.....	119,000	112,000	September.....	7,652	.....
October.....	517,000	582,059	October.....	16,285	5,890
November.....	495,000	497,077	November.....	76,535	8,272
December.....	270,119	417,000	December.....	117,948	15,558
Total bushels ...	2,633,119	2,234,504	Total bushels....	298,095	65,417

**SOURCES OF SUPPLY FOR THREE YEARS.**

FROM	1903.	1902.	1901.
The West by rail.....	150,119	61,028	19,853
The South by rail from West of Mississippi River....	5,000	.....	.....
The South by Mississippi River Boats.....	.....	476	140
The East by rail and Illinois River.....	1,004,000	1,087,250	1,272,750
The North by rail and river.....	1,474,000	1,085,750	647,250
Total Receipts, bushels.....	2,633,119	2,234,504	1,969,993

No Canada Barley received in 1896.

18,000 bushels Canada Barley received in 1897.

No Canada Barley received in 1898.

20,099 bushels Canada Barley received in 1899.

47,517 bushels Canada Barley received in 1900.

5,000 bushels Canada Barley received in 1901.

No Canada Barley received in 1902 or 1903.



**RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED  
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.**

Year Ending June 30.	FLOUR, bbls.	WHEAT, bush.	FLOUR and WHEAT in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cent. of Total Crop marketed at St. Louis.
1889.....	86	19	89		4.12
1890.....	17	18	34		4.32
1891.....	48	19	60		4.47
1892.....	90	26	116		5.46
1893.....	98	26	124		6.39
1894.....	85	13	94		4.80
1895.....	89	10	100		3.89
1896.....	81	15	96		2.73
1897.....	71	11	84		4.21
1898.....	65	12	76		3.55
1899.....	98	14	111		3.02
1900.....	75	10	89		3.45
1901.....	26	26	46		6.08
1902.....	18	19	45		3.99
1903.....	15	22	71		5.16

**EXPORTS OF DOMESTIC FLOUR AND GRAIN FROM THE UNITED STATES  
FOR THE CALENDAR YEAR 1903,**

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington, D. C.

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL Two Months. BUSH.
1908.....	1,085,195	1,719,725	2,754,920
1902.....	6,248,847	5,944,122	12,287,469
1901.....	8,888,249	5,591,140	9,424,389
1900.....	4,780,084	4,180,881	8,880,965
1899.....	2,107,170	1,929,118	4,036,288
1898.....	1,594,852	1,110,230	2,705,182
1897.....	2,689,971	1,261,528	8,901,499
1896.....	8,088,790	2,265,192	5,858,982
1895.....	2,858,692	1,902,850	4,256,042
1894.....	2,881,038	8,348,808	5,679,341
1893.....	2,496,228	2,207,104	4,698,332
1892.....	6,610,977	8,276,424	9,887,401
1891.....	5,194,505	8,627,926	8,822,431
1890.....	2,169,492	2,476,860	4,645,852
1889.....	8,080,892	2,830,065	5,410,957
1888.....	4,021,192	2,111,895	6,132,587
1887.....	8,094,627	4,419,464	7,514,091
1886.....	2,728,037	4,476,270	7,199,307
1885.....	2,167,175	984,858	8,152,033
1884.....	8,463,522	1,976,134	5,439,656
1883.....	3,290,267	1,299,443	4,589,710
1882.....	8,787,080	4,022,118	7,759,148

RECEIPTS OF WHEAT BY CROP YEARS.

Bushels.				Bushels.			
Year ending June 30, 1891 .....	12,312,960			Year ending June 30, 1898.....	12,719,825		
“ “ “ 1892 .....	26,998,228			“ “ “ 1899.....	14,822,491		
“ “ “ 1893 .....	26,013,688			“ “ “ 1900.....	10,211,698		
“ “ “ 1894 .....	12,068,604			“ “ “ 1901.....	23,211,245		
“ “ “ 1895 .....	10,126,318			“ “ “ 1902.....	19,822,546		
“ “ “ 1896.....	12,886,755			“ “ “ 1903.....	82,969,571		
“ “ “ 1897.....	11,814,494						

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Hard Wheat, No. 2 Corn, No. 2 Oats and No. 2 Rye, during 1908:

	No. 2 Red Wheat.	No. 2 Hard Wheat.	No. 2 Corn.	No. 2 Oats.	No. 2 Rye.
January .....	76½	76	44½	87	51
February .....	73½	65	39½	84	49
March .....	77½	75	44½	87½	51
April .....	78½	68	41	85½	49
May .....	75½	74	45	86½	58
June .....	70	66	38½	82½	47
July .....	73½	74½	42½	86	49
August.....	69½	69	39½	83	46
September.....	76½	75	47½	86	49
October .....	72	69½	41½	83½	48½
November .....	84	82	55	84	54½
December .....	76	74	48	87	49
	84	80½	52	41½	51½
	77½	70	48	83	49½
	85	81	51½	88	57½
	79½	74	48	82½	52½
	88	81½	50	89½	58
	84	75	45	85½	55½
	91	82	45½	89	55
	86	75	41½	85	52½
	90½	82	43½	88	54½
	85½	73	41½	86	51
	94	80	45	88	58
	89½	78	41½	86½	49

EXTREME RANGE for the year:

Highest.....	94	82	55	84	59
Lowest.....	69½	65	38½	82½	46

FIRST ARRIVALS OF NEW WHEAT, 1908.—June 28rd, 68 sacks from Alexandria Co., Ills.; June 27th, 209 sacks from Willard, Ills.; June 27th, 1869 sacks from Goose Island, Ills.; June 27th, 1 car from Eldorado, Ills.; July 14th, first car new hard wheat received

## CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1903.

## RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1891.....	45,914	499,563	107,008
1892.....	95,232	579,200	87,439
1893.....	98,205	506,527	56,723
1894.....	125,035	506,071	78,884
1895.....	86,280	284,450	60,306
1896.....	78,495	216,708	54,899
1897.....	147,755	412,401	63,899
1898.....	183,570	581,829	88,474
1899.....	128,135	500,180	16,749
1900.....	260,335	528,879	195,885
1901.....	249,050	543,674	91,614
1902.....	202,225	520,486	72,817
1903.....	307,520	516,181	128,975

## MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1903 AND 1902.

	1903.	1902.		1903.	1902.
January.....	2.80	3.10@3.25	July.....	2.70@2.80	2.05@2.15
February.....	2.80	3.10	August.....	2.80 2.70	2.90 3.05
March.....	2.80	3.10	September.....	2.50 2.60	2.50
April.....	2.80	3.10 3.15	October.....	2.80 2.50	2.70 2.90
May.....	2.80@3.50	3.15	November.....	2.80	2.40 2.70
June.....	2.50 2.80	3.15	December.....	2.80	2.80 2.40

## OAT MEAL, MANUFACTURED.

Stable Cereal Mills, 1891.....	20,103 bbls.
" " " 1892.....	23,000 "
" " " 1893.....	30,000 "
" " " 1894.....	30,000 "
" " " 1895.....	25,723 "
" " " 1896.....	25,000 "
" " " 1897.....	28,000 "
" " " 1898.....	25,000 "
" " " 1899.....	25,000 "
" " " 1900.....	28,000 "
" " " 1901.....	28,000 "
" " " 1902.....	28,000 "
" " " 1903.....	33,000 "

## MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR  
 TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.		YEAR.
	In Sacks.	In Bulk, Cars.	
1908	1,823,740	495	1908
1907	1,250,260	338	1907
1906	740,063	438	1906
1905	848,080	400	1905
1904	1,085,842	469	1904
1903	576,911	582	1903
1902	306,795	484	1902
1901	527,283	472	1901
1900	434,363	297	1900
1899	390,111	480	1899
1898	878,842	638	1898
1897	393,152	342	1897
1896	220,663	341	1896
1895	149,432	305	1895
1894	145,010	340	1894
1893	171,145	560	1893
1892	102,548	302	1892
1891	110,763	303	1891
1890	175,699	347	1890
1889	198,700	357	1889
1888	232,605	1,039	1888
1887	244,814	1,121	1887
1886	143,753	644	1886
1885	128,574	447	1885
1884	118,005	463	1884

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED  
 AND SHIPSTUFFS FOR 1908.

MONTHS.	BRAN, PER 100 LBS.		MIXED FEED, PER 100 LBS.		SHIPSTUFFS, PER 100 LBS.	
	Ots.		Ots.		Ots.	
January	76	84	78	86	88	1.00
February	82	85	85	88½	88	1.00
March	73	86	78	87	75	1.00
April	69	83	66	75	73	90
May	64	77	66	82½	65	95
June	78	86	79	85	80	95
July	65	82	70	84	80	95
August	70	80	72	88	85	95
September	74	82	73½	84½	90	1.00
October	73	79	75	88½	92	1.00
November	73	77	76	83	91	1.00
December	74	81	76	88	90	1.00

DAILY RANGE DURING JANUARY, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING FEBRUARY, 1908, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE, AND  
 PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1908	WHEAT.				CORN.			OATS.			RYE.	
	No. 2 Red.	FEB.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	
2.....	74 @ 75½	71½ ask	73½ @	71½ @	41	41½ @	41½	86 @	86½	80½	50	nom
3.....	74½	71½ nom	74½	71½	41	41½	41	86½	86½	80½	50	nom
4.....	75	72½ bid	75½	72½	41	41½	41	86½	86½ @ 86½	81	50	
5.....	75	70½ ask	75½	72½	41½	41½	41½	87	87	81½	50	
6.....	75	71½ ask	74½	71½	41½	41½	41½	87	87	81½	49	bid
7.....	75	71½ ask	74½	71½	41½	41½	41½		87½	31½	49½	
8.....	76½	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
9.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
10.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
11.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
12.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
13.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
14.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
15.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
16.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
17.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
18.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
19.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
20.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
21.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
22.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
23.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
24.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
25.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
26.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
27.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	
28.....	76	71½ nom	74½	72½	42	42½	41½		87½	32	49½	

THE CITY OF ST. LOUIS.

DAILY RANGE DURING MARCH, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

\*Outside rates on cash grain generally paid on destination weights.

DAILY RANGE DURING APRIL, 1908, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1908.	WHEAT.				CORN.				OATS.				RYE.			
	No. 2 RED.		MAY.		JULY.		SEPT.		No. 2.		MAY.		JULY.		No. 2.	
1.....	70 1/2	@ 71 1/2	67 1/2	@ 68 1/2	65 1/2	@ 66 1/2	.....	40	@ 41	39 1/2	39 1/2	39 1/2	34 1/2	@ 35 1/2	29 1/2	47 @ 48 1/2
2.....	70 1/2	73	68 1/2	69 1/2	66 1/2	67	.....	40	41	39 1/2	39 1/2	39 1/2	35	36	29 1/2	47 1/2
3.....	70	71 1/2	68 1/2	69 1/2	66 1/2	66 1/2	.....	40	40 1/2	39 1/2	39 1/2	39 1/2	36	36	29 1/2	48
4.....	70	71 1/2	68 1/2	68 1/2	65 1/2	66 1/2	.....	39 1/2	40	39 1/2	39 1/2	39 1/2	35 1/2	35 1/2	29 1/2	48 n
6.....	69 1/2	70 1/2	68 1/2	68 1/2	65 1/2	66 1/2	.....	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	34 1/2	34 1/2	29 1/2	nom
8.....	70	71	68 1/2	69 1/2	66 1/2	67 1/2	ask	40 1/2	40 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	46
9.....	70	71 1/2	68 1/2	69 1/2	66 1/2	67 1/2	bld	39 1/2	40	39 1/2	39 1/2	39 1/2	35	35	29 1/2	46
11.....	69 1/2	70 1/2	68 1/2	69 1/2	66 1/2	67 1/2	ask	39 1/2	40	39 1/2	39 1/2	39 1/2	35	35	28 1/2	46
13.....	70	70 1/2	68 1/2	69 1/2	65 1/2	66 1/2	ask	39 1/2	40 1/2	39 1/2	39 1/2	39 1/2	35	35	28 1/2	46
14.....	70	71 1/2	68 1/2	69 1/2	65 1/2	66 1/2	ask	39 1/2	40 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	46
15.....	71 1/2	71 1/2	69 1/2	70 1/2	65 1/2	66 1/2	ask	40	40 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	47 1/2
16.....	71 1/2	71 1/2	69 1/2	70 1/2	65 1/2	66 1/2	ask	40 1/2	41	39 1/2	39 1/2	39 1/2	35	35	29 1/2	48
17.....	72	72 1/2	70 1/2	71 1/2	66 1/2	66 1/2	@ 66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	48 1/2
18.....	72	72 1/2	70 1/2	71 1/2	66 1/2	66 1/2	66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	ask
19.....	72 1/2	73 1/2	70 1/2	71 1/2	66 1/2	66 1/2	66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	48 1/2
20.....	72 1/2	73 1/2	70 1/2	71 1/2	66 1/2	66 1/2	66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	48 1/2
21.....	72 1/2	73 1/2	70 1/2	71 1/2	66 1/2	66 1/2	66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49
22.....	72 1/2	73 1/2	70 1/2	71 1/2	66 1/2	66 1/2	66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49
23.....	73	73 1/2	71 1/2	72 1/2	66 1/2	66 1/2	66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49 n
24.....	73 1/2	74 1/2	71 1/2	72 1/2	66 1/2	66 1/2	66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49 n
25.....	73 1/2	74 1/2	71 1/2	72 1/2	66 1/2	66 1/2	66 1/2	40 1/2	41 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49
26.....	72 1/2	73 1/2	71 1/2	72 1/2	66 1/2	66 1/2	66 1/2	41	42 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49
27.....	71 1/2	71 1/2	70 1/2	71 1/2	66 1/2	66 1/2	66 1/2	41	42 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49
28.....	71	73	70 1/2	71 1/2	66 1/2	66 1/2	66 1/2	41	42 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49 1/2
29.....	71	72	69 1/2	70	66 1/2	66 1/2	66 1/2	41 1/2	42 1/2	39 1/2	39 1/2	39 1/2	35	35	29 1/2	49 1/2

THE CITY OF ST. LOUIS.



DAILY RANGE DURING MAY, 1908, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

September oats ranged during the month at from 28½ to 30½ off to 30½@30½ cents.

DAILY RANGE DURING JUNE, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND PRICES  
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

**DAILY RANGE DURING JULY, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

May Corn opened at 51½, July 27, sold later at 51½ to 49½ cents asked. December Corn sold at 49½, 45½ up to 51½, down to 49 cents;  
and December Oats at 24½, 23 to 24, 22½ cents.

DAILY RANGE DURING AUGUST, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903.	WHEAT.				CORN.				OATS.				RYE.	
	No. 2 RED.		SEPT.		DEC.		MAY.		No. 2.		SEPT.		DEC.	
	No. 2.		No. 2.		No. 2.		No. 2.		No. 2.		No. 2.		No. 2.	
1...	79½	80½	79½	80½	81½	82½	83½	84½	85½	86½	87½	88½	89½	90½
2...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
3...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
4...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
5...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
6...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
7...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
8...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
9...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
10...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
11...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
12...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
13...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
14...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
15...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
16...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
17...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
18...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
19...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
20...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
21...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
22...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
23...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
24...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
25...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
26...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
27...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
28...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
29...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
30...	80	81	80	81	82	83	84	85	86	87	88	89	90	91
31...	80	81	80	81	82	83	84	85	86	87	88	89	90	91

May Oats sold during month at from 86½ up to 87½ off to 87 cents.

TRADE AND COMMERCE OF

DAILY RANGE DURING SEPTEMBER, 1908, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

\* Exchange adjourned from 4th to 8th. September Oats nominally 23½ to 24½ and No. 2 RYE 23½ to 24½.

DAILY RANGE DURING OCTOBER, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND  
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903	No. 2 Red.		No. 2		RYE.	
1.....	86	87	83 1/2	84 1/2	86 1/2	87 1/2
2.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
3.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
4.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
5.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
6.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
7.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
8.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
9.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
10.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
11.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
12.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
13.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
14.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
15.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
16.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
17.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
18.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
19.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
20.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
21.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
22.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
23.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
24.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
25.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
26.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
27.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
28.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
29.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
30.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2
31.....	86 1/2	87 1/2	84 1/2	85 1/2	87 1/2	88 1/2

THE CITY OF ST. LOUIS.

DAILY RANGE DURING NOVEMBER, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE  
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

DAILY RANGE DURING DECEMBER, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE

AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903	WHEAT.				CORN.				OATS.				R.YE.				
	No. 2 RED.		DEC.	MAY.	JULY.		No. 2		DEC.	MAY.	JULY.			No. 2		DEC.	MAY.
1....	91	@ 91½	90½	91½	82½	@ 83½	74	bid	41½	39½	@ 40½	40	nom	87	37	nom	52½ @ 53 n
2....	91	91½	90½	91½	82½	83½	73½	@ 76	41½	40	40½	40	bid	37½	37½	bid	52½
3....	91	91½	90½	91½	83	83½	73½	@ 76½	42½	40½	41½	40½	bid	37½	37½	@ 87½	53
4....	91½	92	91½	91½	83½	84½	75	76	44	41½	41½	41½	bid	37½	37½	87½	53 n
5 ..	91½	92	91½	91½	84	84½	76½	77	43½	41½	41½	41½	bid	37½	37½	nom	52½
7 ..	90½	91½	90½	91½	84	84½	76½	77½	43½	40½	40½	40½	@ 41½	37	37	87½ b	52½
8.....	90	91	90	91	83	84	76½	76½	42	40½	40½	40½	40½ n	37	37	nom	52
9.....	90	90½	89½	90	81½	83	75½	76½	43	41½	41	40½	41½	37	37	nom	52
10.....	89½	90	89	90	80½	81½	74½	76½	43	41½	41½	41½	41½ n	37	37	nom	52½
11.....	90	91	89½	90	81½	82½	75½	76½	43	42	41½	41½	41½ n	37	37	bid	52½
12.....	90	91	89½	90	81½	81½	76½	76½	43	42	41½	41½	41½	37	37	bid	52½
14....	91	91½	90½	91½	81½	82	76½	76½	43½	42	41½	41½	41½	37	38	bid	52
15.....	91½	92	90½	91½	80½	81½	74½	74½	42½	42	41½	41½	41½	37	37	nom	51½ n
16.....	90	91½	90	91½	80½	81½	74½	75½	42½	42½	41½	41½	41½	37	37	nom	51
17.....	91½	92	90½	91½	80½	81½	75½	75½	43	42½	41½	41½	41½	37	37	bid	49½
18.....	91	92	90½	91½	80½	81½	75½	75½	43½	43	42	41½	41½	37	38	bid	50
19.....	91½	93	93½	93	81½	82½	76	76½	44	44	42½	42	42½	37	38	88½	50½ n
21.....	93	94	92½	93	82	82½	76½	76½	44	44½	42½	42½	42½	37	38	88½	51
22.....	92½	93	91½	92	81½	82½	75½	76½	44	44	42½	42½	42½	36½	38	88	50
23.....	91	93	91½	92	81½	82½	76½	76½	44	43½	42½	42	42½	36½	38	88	49
24.....	91	92	92	92	82	82½	76½	77½	44	44	43	42½	42½	36½	38	88	50½
26.....	92	93	92½	93	82½	83	77	77½	44	44	43½	42½	42½	37	38	88	50½
28.....	92	93	92½	93	82½	83	76½	77½	44	44	43½	42½	42½	37	38	bid	51
29.....	91	92½	92	92½	81½	82½	76½	77½	44½	44	43½	42½	42½	37	38	88½	51½
30.....	91	91½	92	91½	81½	82½	76½	77½	45	45	43½	42½	42½	37½	38	88½	51½
31.....	92	92	92	92	82	82½	77½	78½	45	50	43½	48½	48½	37½	38	nom	52½

THE CITY OF ST. LOUIS.



**MONTHLY RANGE OF PRICES OF OPTIONS NAMED ON WHEAT,  
CORN AND OATS FOR EACH MONTH  
DURING THE YEAR 1903.**

MONTH.	CEREAL.	MAY, 1903.		JULY, 1903.		SEPTEMBER, 1903.		DECEMBER, 1903.	
January.....	Wheat.....	73½	@ 77½	70½	@ 73½	....	....	....	....
	Corn.....	89½	42½	40	41½	....	....	....	....
	Oats.....	88½	87½	....	....	....	....	....	....
February.....	Wheat.....	72½	76½	70½	72½	....	....	....	....
	Corn.....	41½	42½	40½	41½	....	....	....	....
	Oats.....	85	88½	80½	82½	....	....	....	....
March.....	Wheat.....	68½	72½	65	71½	....	....	....	....
	Corn.....	88½	42½	88½	41½	....	....	....	....
	Oats.....	80½	85½	28½	81½	....	....	....	....
April.....	Wheat.....	67½	73	65½	67½	66	68	....	....
	Corn.....	89	40½	89½	40½	....	....	....	....
	Oats.....	82½	84	28½	80½	....	....	....	....
May.....	Wheat.....	69½	75	67	71½	66½	69½	....	....
	Corn.....	89½	45½	40½	43½	40½	43	....	....
	Oats.....	88	86	80½	88½	28½	80½	....	....
June.....	Wheat.....	78½	84½	71½	87	70	81½	78½	81½
	Corn.....	....	....	48½	52	45	51	....	....
	Oats.....	....	....	85	40	81½	84½	....	....
July.....	Wheat....	78½	88½	74½	79½	78½	79½	74½	81½
	Corn.....	49½	51½	47	52	47½	52½	45½	51½
	Oats.....	....	....	82½	88	81	84½	82	84½
August.....	Wheat.....	88½	88½	....	....	78½	82½	80½	86
	Corn.....	48½	51½	....	....	46½	50½	47	49½
	Oats.....	85½	87½	....	....	82½	83½	83½	85½
September....	Wheat.....	82½	89½	...	....	79½	88½	80	87½
	Corn.....	48	49½	....	....	45½	48½	42	48½
	Oats.....	86½	89½	....	....	52½	87	85	87½
October.. ....	Wheat.....	81½	84½	....	....	....	....	81½	91
	Corn.....	89½	42½	....	....	....	....	89½	42½
	Oats.....	86	88	....	....	....	....	85	87½
November....	Wheat.....	77½	88½	....	....	....	....	85½	91
	Corn.....	89½	41½	....	....	....	....	89½	41½
	Oats.....	85	87	....	....	....	....	85	86½
December....	Wheat.....	80½	84½	78½	78½	....	....	....	....
	Corn.....	40½	48½	40	48½	....	....	....	....
	Oats.....	87	88½	....	....	....	....	....	....

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS EAST ST. LOUIS  
AND VENICE DURING THE YEAR 1903.

1903.	WINTER WHEAT.										SPRING WHEAT.					Total Cars.
CARS BY RAIL.	Red.					Hard Winter.			White Winter.		Mixed.					
	2	3	4	Rej'cted Wheat.	No Grade.	2	3	4	2	3	2	3	4	2	3	
January ...	251	1,058	254	49	21	92	185	10	...	6	25	28	...	1	3	1,983
February...	144	422	166	12	23	98	158	7	...	...	8	7	1	4	1	1,051
March.....	178	287	172	24	6	90	192	12	...	...	6	8	1	....	2	968
April .....	159	491	141	20	4	47	106	8	...	3	6	6	2	1	3	992
May.....	284	383	123	14	33	66	86	6	...	...	4	10	2	2	1	1,017
June .....	62	146	73	19	15	49	111	1	...	...	5	2	1	....	6	490
July.....	898	781	313	63	112	294	419	8	...	1	18	10	3	24	6	2,955
August.....	1,096	880	478	45	127	454	802	33	...	...	20	14	1	89	42	3,561
September .	654	488	587	111	253	402	476	57	...	3	39	36	3	132	108	3,349
October.....	756	380	418	69	109	199	352	50	2	1	43	66	10	41	42	2,538
November..	1,192	350	323	48	55	201	489	21	1	3	91	98	3	23	40	2,968
December..	1,452	398	423	36	28	304	620	33	...	....	101	40	4	31	44	3,519
Totals ....	7,121	6,064	3,479	515	786	2,296	3,496	241	3	17	366	320	31	348	298	25,381

SACK WHEAT INSPECTED.

	Sacks.	
No. 2 Red Wheat.....	80,794	
No. 3       ".....	54,902	
No. 4       ".....	19,367	
Rejected Wheat.....	2,506	
No Grade.....	1,351	
	<hr/>	
Total Sacks.....	158,920	
	Cars.	Sacks.
Inspections—West Side.....	19,151	119,146
"       East Side .....	6,280	39,774

GRAIN INSPECTION.

REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1903.

1903. CARS.	CORN.										OATS.										RYE.				BARLEY.  Total Cars.						
	White.					Yellow.					Mixed.					No Grade.					Total										
	2		3		4		2		3		4		2		3		4		2		3		4			2		3		4	
	8		16		24		12		18		24		6		9		12		3		4		6			8		12		16	
	Total		No Grade		Total		No Grade		Total		No Grade		Total		No Grade		Total		No Grade		Total		No Grade			Total		No Grade		Total	
January .....	204	800	37	14	23	958	872	88	2,496	....	4	109	208	159	446	109	208	159	1,044	45	82	8	....	8	80	26					
February .....	208	498	15	6	32	510	873	115	2,261	4	6	91	199	154	687	94	199	154	1,289	48	46	....	....	6	94	20					
March .....	191	586	29	18	54	328	776	162	2,148	14	10	164	186	153	751	69	186	153	1,356	88	88	2	....	128	29						
April .....	272	204	24	9	7	283	867	60	1,244	18	7	186	178	79	478	71	178	79	1,010	22	29	4	....	55	18						
May .....	871	857	32	9	34	839	867	96	1,674	70	....	87	117	82	881	86	117	82	1,661	15	12	....	....	27	....						
June .....	114	171	14	19	21	166	240	49	838	59	10	81	188	108	351	57	188	108	756	16	8	....	....	19	8						
July .....	237	287	42	26	29	339	266	89	1,461	206	14	104	196	129	416	72	196	129	1,061	32	15	6	....	53	1						
August .....	199	118	26	12	18	258	147	38	855	49	27	178	211	170	184	119	211	170	881	42	8	8	....	59	4						
September .....	287	126	14	....	....	327	124	15	895	52	10	170	207	92	145	118	207	92	800	18	40	6	....	64	19						
October .....	191	100	13	5	4	209	147	19	697	9	13	257	213	182	439	75	213	182	1,222	82	111	11	....	154	50						
November .....	85	48	16	1	....	88	104	50	898	6	12	153	87	119	315	42	87	119	781	83	85	....	....	118	16						
December .....	31	97	33	1	18	62	808	141	711	80	14	151	180	89	489	89	180	89	868	56	56	4	....	116	50						
Total cars.....	2,340	2,837	235	115	285	3,862	4,556	916	15,673	517	127	1,781	2,069	901	4,927	901	2,069	1,510	11,629	447	475	44	....	986	233						

SACKS CORN INSPECTED.

No. 2 Corn .....	Sacks.	8,757
No. 3 " .....		1,908
No. 4 " .....		1,101
No Grade .....		252
No. 2 White .....		8,942
No. 3 " .....		8,895

Total Sacks..... 24,826

Corn, Cars.	Corn, Sacks.	Oats, Cars.	Rye, Cars.	Barley, Cars.
Inspections--West Side.....	20,852	6,537	798	226
" East Side .....	8,978	6,092	178	-

## RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1903.

CITIES.	Wheat. bushels.	Corn. bushels.	Oats. bushels.	Rye. bushels.	Barley. bushels.	Total bushels.
Chicago.....	27,124,585	98,545,534	8			
New York.....	22,347,675	27,428,210	2			
Buffalo.....	40,455,828	43,364,979	8			
St. Louis.....	23,533,800	20,990,245	2			
Minneapolis..	86,040,070	8,314,450	2			
Peoria.....	945,000	21,034,870	1			
Baltimore.....	5,658,593	21,512,861				
Kansas City..	88,322,400	16,282,800				
Philadelphia..	4,727,587	11,135,738				
Milwaukee....	9,031,615	2,308,500				
Toledo.....	5,729,513	12,882,902				
Boston.....	6,661,376	9,041,585				
Duluth and Superior	29,061,142	974				
New Orleans..	11,218,984	12,756,740				
Cincinnati....	2,830,463	10,453,465				
Montreal.....	19,546,749	7,683,917				
Detroit.....	2,330,711	3,793,303				
Cleveland....	1,392,148	7,843,150				
Indianapolis..	1,497,800	7,233,750				
Galveston....	19,520,784	4,134,791				
San Francisco	6,483,295	292,389				
Portsmouth and Norfolk	26,319	840,397				
Newport News	384,529	8,562,221				
Tacoma.....	3,766,964					

## RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1900.	1901.	1902.	1903.
Flour.....	Barrels.	19,204,540	19,464,208	19,197,339	20,465,497
Wheat.....	Bushels.	84,581,219	136,393,942	119,112,034	78,006,916
Corn.....	"	179,709,682	103,344,130	25,942,694	96,882,645
Oats.....	"	76,424,089	70,120,542	53,361,932	55,401,819
Rye.....	"	2,794,327	8,611,008	5,972,594	3,692,331
Barley.....	"	10,294,913	4,600,705	4,073,269	4,868,616

EXPORTS FROM THE UNITED STATES BY CLASSES DURING  
THE CALENDAR YEARS 1900, 1901, 1902 AND 1903.

As reported by Bureau of Statistics, Washington.

	1900.	1901.	1902.	1903.
Agriculture.....	\$904,655,411	\$940,241,149	\$819,862,105	\$913,584,571
Manufactures.....	441,406,942	395,144,030	410,650,967	421,453,915
Mining.....	39,222,902	40,416,597	36,085,284	44,780,473
Forest.....	54,481,146	50,491,255	52,931,225	64,132,420
Fisheries.....	8,074,684	7,426,684	8,513,399	6,869,801
Miscellaneous.....	5,169,027	4,358,936	5,225,511	6,754,885
Totals ... ..	\$1,453,010,112	\$1,438,078,651	\$1,333,263,491	\$1,457,576,865
Foreign.....	24,986,001	27,297,209	27,417,442	27,106,130
Grand totals.	\$1,477,946,113	\$1,465,375,860	\$1,360,680,933	\$1,484,682,995

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST  
CLOSE OF EACH

ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE  
WEEK, DURING 1908.

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**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST.  
OF EACH WEEK**


Saturday Evening.		No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.
Jan.	8.....	1,899,298	182,783	11,881	177,282	50,375
"	10.....	1,879,112	186,852	8,189	176,232	49,311
"	17.....	1,171,009	180,614	2,504	168,988	46,294
"	24.....	930,500	158,868	4,856	111,400	19,742
"	31.....	647,042	176,042	7,280	87,155	26,885
Feb.	7.....	388,480	173,931	7,849	81,380	34,308
"	14.....	222,204	166,636	6,967	81,667	27,175
"	21.....	254,672	150,101	7,560	86,104	35,300
"	28.....	197,049	144,297	14,817	48,601	35,822
March	7.....	214,721	151,446	21,147	87,116	53,990
"	14.....	73,325	62,373	18,670	21,708	85,622
"	21.....	94,676	65,148	21,779	8,016	111,868
"	28.....	89,565	85,280	20,553	4,794	109,047
April	4.....	41,789	71,365	16,220	8,851	66,862
"	11.....	56,832	45,646	13,362	19,886	35,133
"	18.....	77,619	28,113	11,568	11,896	20,396
"	25.....	106,155	21,690	6,716	4,111	14,622
May	2.....	92,418		1,686	4,086	14,127
"	9.....	76,242		2,200	4,886	9,294
"	16.....	6,517		1,000	478	1,743
"	23.....	186		14	1,748	2,242
"	30.....	6,264		4,210	359	15,657
June	6.....	4,478		2,076	7,051	8,385
"	13.....	4,377		2,076	7,051	5,683
"	20.....	1,868		3,610	5,484	916
"	27.....	1,886		8,018	2,038	916
July	4.....	10,762		4,057	2,249	3,428
"	11.....	69,057		7,641	20,739	29,690
"	18.....	94,876		11,019	27,412	15,638
"	25.....	105,838		9,291	27,928	28,297
Aug.	1.....	128,405		8,582	25,265	17,642
"	8.....	146,988			21,807	24,390
"	15.....	158,974			21,807	19,315
"	22.....	185,790			27,412	20,528
"	29.....	187,278	31,869		44,467	22,610
Sept.	5.....	104,289	34,487		19,725	17,772
"	12.....	86,875	86,094		11,549	12,740
"	19.....	64,814	10,239		9,929	17,105
"	26.....	60,972	3,523		12,626	15,547
Oct.	3.....	54,828	3,111		11,169	16,765
"	10.....	49,876	2,189		11,169	12,794
"	17.....	27,980	3,266		6,756	12,577
"	24.....	16,292	10,668		6,185	13,738
"	31.....	16,292	8,473		6,185	13,738
Nov.	7.....	9,290	8,477		6,185	5,469
"	14.....	8,668	484		1,998	66
"	21.....	8,668	484		1,998	66
"	28.....	8,668	484		1,998	66
Dec.	5.....	9,689	484		1,998	66
"	12.....	10,860	888			
"	19.....	17,880	888			
"	26.....	15,808	888			

LOUIS IN PUBLIC ELEVATORS BY GRADES AT THE CLOSE DURING 1903.

Saturday Evening.		No. 4 White.	No. 2 Yellow.	No. 3 Yellow	No Grade.	Corn and Wheat Mixed.	Total Corn, bushels.
Jan.	8.....	745	80,745	7,284	.....	.....	1,848,684
"	10.....	741	6,971	7,288	.....	.....	1,809,697
"	17.....	745	1,698	8,200	.....	.....	1,570,112
"	24.....	744	2,603	867	.....	.....	1,293,070
"	31.....	744	8,695	1,757	.....	.....	969,310
Feb.	7.....	744	8,280	8,592	.....	.....	693,269
"	14.....	742	1,865	8,455	975	.....	461,676
"	21.....	.....	1,684	4,710	975	.....	497,196
"	28.....	.....	2,551	6,229	975	.....	445,350
March	7.....	.....	7,237	12,440	975	.....	501,073
"	14.....	1,050	5,000	12,863	.....	.....	281,006
"	21.....	1,053	2,785	14,518	1,185	.....	321,128
"	28.....	1,053	2,785	10,551	1,185	.....	274,790
April	4.....	1,050	4,931	13,414	1,082	.....	225,034
"	11.....	1,053	5,297	6,648	1,082	.....	188,278
"	18.....	.....	1,900	4,613	4,969	.....	155,560
"	25.....	.....	3,694	1,015	1,032	.....	159,306
May	2.....	737	.....	.....	2,589	.....	160,567
"	9.....	834	491	2,548	973	.....	194,989
"	16.....	97	177	.....	.....	.....	81,159
"	23.....	97	.....	.....	5,241	.....	11,472
"	30.....	97	.....	.....	3,503	.....	38,475
June	6.....	97	.....	2,859	2,002	.....	54,953
"	13.....	97	.....	2,859	.....	.....	28,154
"	20.....	97	.....	2,859	1,896	.....	21,517
"	27.....	97	.....	718	3,936	.....	19,272
July	4.....	97	1,843	3,097	6,752	.....	51,660
"	11.....	4,083	8,279	2,741	12,837	.....	170,857
"	18.....	5,580	9,172	4,845	19,817	.....	227,361
"	25.....	5,580	9,311	6,899	24,619	.....	254,805
Aug.	1.....	5,580	8,060	3,445	22,154	.....	263,345
"	8.....	5,204	2,358	3,658	15,765	.....	275,316
"	15.....	3,277	1,557	3,128	8,473	.....	282,280
"	22.....	878	1,557	1,496	6,287	.....	273,523
"	29.....	97	1,695	1,496	5,019	.....	243,556
Sept.	5.....	97	2,210	1,496	4,075	.....	187,969
"	12.....	97	2,645	1,496	4,065	.....	128,393
"	19.....	97	914	1,496	5,285	.....	113,076
"	26.....	97	165	1,496	7,141	.....	104,966
Oct.	3.....	97	165	1,496	4,921	.....	96,926
"	10.....	97	165	1,496	4,921	.....	85,903
"	17.....	97	165	1,496	2,611	.....	57,815
"	24.....	97	.....	1,496	2,610	.....	54,963
"	31.....	97	.....	1,496	1,856	.....	51,825
Nov.	7.....	97	.....	1,496	871	.....	35,101
"	14.....	.....	.....	.....	.....	.....	8,773
"	21.....	.....	.....	.....	.....	.....	8,773
"	28.....	.....	.....	.....	.....	.....	9,885
Dec.	5.....	.....	.....	.....	.....	.....	14,696
"	12.....	.....	.....	.....	.....	.....	14,569
"	19.....	.....	.....	.....	.....	.....	20,749
"	26.....	.....	.....	.....	.....	.....	18,677



**STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC  
AT CLOSE OF EACH**

OATS.										
Saturday Evening.	No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.	No. 4 White.	Two Color.	No Grade.	No Grade White.	Standard.
										 Oats Bush.

# ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE WEEK DURING 1903.

Saturday Evening.	RYE.					BARLEY.
	No. 2	No. 3	No. 4	No. Grade.	Total Rye. Bushels.	Total Barley. Bushels.
Jan. 8.....	8,882	10,198	4,186	1,011	24,257	.....
" 10.....	8,882	10,906	8,966	1,011	24,765	.....
" 17.....	9,882	11,408	4,184	1,018	25,465	1,268
" 24.....	8,817	11,871	4,184	1,012	25,364	1,259
" 31.....	7,589	10,559	4,564	1,018	23,335	2,072
Feb. 7.....	9,369	10,866	8,060	1,018	28,330	3,677
" 14.....	9,424	10,790	2,862	1,018	24,089	3,024
" 21.....	9,424	10,790	2,862	1,018	24,089	3,382
" 28.....	18,068	11,048	2,767	1,018	27,896	2,429
Mch. 7.....	18,268	14,853	2,862	1,018	35,021	7,298
" 14.....	18,681	14,534	3,584	1,018	35,532	7,298
" 21.....	19,016	14,583	3,584	1,018	37,915	7,298
" 28.....	27,560	14,739	3,584	1,018	46,685	8,144
April 4.....	26,729	17,174	8,297	1,808	49,004	.....
" 11.....	21,620	19,700	6,426	1,018	48,809	2,562
" 18.....	23,856	18,789	4,208	1,018	46,862	3,628
" 25.....	16,897	12,616	4,208	1,018	34,724	4,530
May 2.....	11,174	18,694	3,458	1,018	29,334	4,530
" 9.....	8,053	14,692	4,419	1,018	26,177	3,628
" 16.....	6,708	4,816	1,208	1,011	13,738	3,628
" 23.....	7,694	5,741	845	1,006	15,815	3,628
" 30.....	5,750	5,741	870	1,011	13,871	3,185
June 6.....	5,720	5,280	870	1,011	12,861	2,189
" 13.....	5,720	5,280	870	1,011	12,861	2,189
" 20.....	5,720	5,280	870	1,011	12,861	.....
" 27.....	5,720	5,280	845	1,011	12,856	78
July 4.....	5,720	5,280	845	1,011	12,856	78
" 11.....	9,480	5,280	845	1,011	16,619	78
" 18.....	11,405	4,844	845	.....	17,096	78
" 25.....	14,826	6,882	174	.....	21,882	78
Aug. 1.....	15,684	6,852	174	.....	22,861	78
" 8.....	15,684	6,852	174	.....	22,861	78
" 15.....	25,912	6,852	174	.....	.....	.....
" 22.....	27,186	6,852	174	.....	.....	.....
" 29.....	14,049	7,160	1,838	.....	.....	.....
Sept. 5.....	15,168	6,262	699	.....	.....	.....
" 12.....	12,892	6,667	578	.....	.....	.....
" 19.....	12,584	5,980	578	.....	.....	948
" 26.....	12,584	5,980	578	.....	.....	948
Oct. 3.....	12,584	5,852	578	.....	.....	926
" 10.....	12,927	12,008	578	1,104	.....	926
" 17.....	4,471	10,988	.....	1,104	.....	.....
" 24.....	5,522	17,589	.....	1,870	.....	986
" 31.....	4,189	21,056	.....	766	.....	5,587
Nov. 7.....	5,294	17,571	.....	766	.....	10,126
" 14.....	4,744	16,487	.....	766	.....	10,119
" 21.....	4,744	16,487	.....	766	21,947	9,862
" 28.....	8,708	20,422	.....	766	29,896	18,809
Dec. 5.....	11,252	22,287	.....	766	34,295	31,854
" 12.....	12,289	28,777	.....	766	36,843	37,069
" 19.....	11,454	28,027	.....	766	40,247	35,647
" 26.....	18,214	28,488	.....	.....	41,849	32,596

# STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1903.

SATURDAY EVENING.		Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
January	8	61	1,848,684	28,005	24,252	...
	10	28	1,809,697	28,481	24,785	...
	17	45	1,570,112	45,227	25,465	1,266
	24	58	1,298,070	48,696	25,384	1,256
February	31	84	969,810	70,419	23,335	2,072
	7	81	696,269	68,800	23,630	3,677
	14	69	461,576	66,175	24,069	3,024
	21	77	497,196	103,998	24,069	3,352
March	28	60	445,350	116,769	96	2,429
	7	68	501,078	114,604	21	7,238
	14	82	281,006	117,272	52	7,253
	21	46	831,128	121,663	15	7,298
April	28	15	274,790	111,712	85	8,144
	4	46	225,034	112,812	94	...
	11	66	188,278	101,439	99	2,597
	18	84	158,560	95,898	93	3,628
May	25	75	160,806	102,271	24	4,889
	2	61	160,567	121,264	54	4,538
	9	15	194,989	124,768	77	3,636
	16	85	81,159	114,806	88	3,636
June	23	17	11,472	124,098	16	3,636
	30	81	78,475	84,455	71	3,185
	6	90	34,958	61,790	31	2,139
	13	90	28,154	60,548	31	2,139
July	20	11	17	44,128	31	2,189
	27	55	72	28,689	36	73
	4	61	60	28,689	38	73
	11	76	67	33,065	18	73
August	18	39	61	24,205	45	73
	25	52	...	30,817	52	73
	1	48	45	40,505	31	73
	8	67	18	61,285	31	73
September	15	40	90	10	89	...
	22	51	22	00	15	...
	29	58	56	35	97	...
	5	79	69	89	94	...
October	12	68	96	64	92	...
	19	87	76	04	97	948
	26	86	66	08	97	948
	3	49	26	07	99	906
November	10	61	03	05	12	926
	17	41	15	51	88	...
	24	94	68	61	81	686
	31	62	25	95	51	3,687
December	7	88	01	92	81	10,186
	14	87	73	49	67	10,119
	21	75	73	66	67	9,862
	28	49	86	66	96	13,859
	5	79	96	92	95	21,854
	12	85	69	89	62	27,062
	19	19	49	18	47	25,847
	26	40	77	94	49	22,596

## STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLUDED IN ABOVE.

Bushels.		Bushels.		Bushels.	
Jan. 1	789,000	May 1	553,000	Sept. 1	517,000
Feb. 1	871,000	June 1	258,000	Oct. 1	597,000
March 1	639,484	July 1	294,000	Nov. 1	543,000
April 1	488,500	August 1	402,000	Dec. 1	574,000

## VISIBLE SUPPLY OF GRAIN FOR 1903.

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES  
AND CANADA AND IN TRANSIT DURING 1903, AS REPORTED  
BY THE CHICAGO BOARD OF TRADE.

		Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye. Bus.	Barley. Bus.
January	8 .....	49,788,000		#	00	2,878,000
	10.....	50,116,000		#	00	2,508,000
	17.....	49,727,000		#	00	2,862,000
	24.....	49,055,000		#	00	2,289,000
	31.....	48,447,000		#	00	2,817,000
February	7.....	48,429,000		#	00	2,118,000
	14.....	48,970,000		#	00	2,088,000
	21.....	48,964,000		#	00	1,882,000
	28.....	47,807,000		#	00	1,886,000
March	7.....	46,757,000		#	00	1,774,000
	14.....	46,066,000		#	00	1,687,000
	21.....	45,065,000		#	00	1,708,000
	26.....	44,791,000		#	00	1,696,000
April	4.....	41,958,000		#	00	1,708,000
	11.....	40,164,000		#	00	1,662,000
	18.....	37,271,000		#	00	1,618,000
	25.....	35,565,000		#	00	1,556,000
May	2.....	33,456,000		#	00	1,242,000
	9.....	32,446,000		#	00	1,261,000
	16.....	30,655,000		#	00	1,128,000
	23.....	27,202,000		#	00	1,060,000
	30.....	24,528,000		#	00	980,000
June	6.....	22,711,000		#	00	674,000
	13.....	20,004,000		#	00	562,000
	20.....	18,460,000		#	00	574,000
	27.....	17,459,000		#	00	518,000
July	4.....	15,970,000		#	00	446,000
	11.....	14,811,000		#	00	467,000
	18.....	13,067,000		#	00	410,000
	25.....	12,000,000		#	00	368,000
August	1.....	00		#	00	346,000
	8.....	00		#	00	300,000
	15.....	00		#	00	297,000
	22.....	00		#	00	324,000
	29.....	00		#	00	367,000
September	5.....	00		#	00	1,189,000
	12.....	00		#	00	1,582,000
	19.....	00		#	00	2,104,000
	26.....	00		#	00	2,556,000
October	3.....	00		#	00	3,547,000
	10.....	00		#	00	4,059,000
	17.....	00		#	00	4,989,000
	24.....	00		#	00	5,054,000
	31.....	00		#	00	4,989,000
November	7.....	00		#	00	4,989,000
	14.....	00		#	00	5,231,000
	21.....	00		#	00	5,656,000
	28.....	00		#	00	5,597,000
December	5.....	00		#	00	5,683,000
	12.....	00		#	00	5,982,000
	19.....	00		#	00	5,944,000
	26.....	00		#	00	5,800,000

## MISSOURI CROP REVIEW, 1903.

By GEO. B. ELLIS, Secretary State Board of Agriculture.

### CORN.

The early spring was very unfavorable for planting and cultivating the corn crop, and on account of the very large crop in 1902, and too much rain, but little fall plowing had been done, which put the farmers much behind with their spring planting.

For the previous five years, an average of 92 per cent of the whole corn crop for the State was planted on June 1st, compared with only 82 per cent of the crop that was planted on the same date this year. The excessive rainfall in the early part of June, overflowing practically all the bottom land along the Mississippi and Missouri rivers and tributaries, causing all the bottom corn to be planted over, reduced the acreage planted on June 1st to about 75 per cent of the whole crop. The August crop report showed that 61 per cent of the overflowed corn area had been replanted, making the final estimated acreage for this year 6,882,000 acres, which is 811,000 acres less than that of the crop gathered last year. More detailed information is given in the following table which gives a comparison of this year's crop with the crop of 1902.

#### \*CORN.

Table showing acres in cultivation, yield per acre, total yield in bushels by sections and for the State, etc., for the years 1902 and 1903:

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres in cultivation, 1902.....	1,509,000	2,863,000	1,171,000	1,781,000	919,000	7,093,000
Acres in cultivation, 1903.....	1,298,000	2,174,000	1,066,000	1,489,000	855,000	6,882,000
Acreage 1903 compared with 1902, percent....	86	92	91	86	93	89.5
Average yield per acre bushels, 1902.....	43.8	43.6	41.8	35.5	31.6	40
Average yield per acre bushels, 1903.....	27.8	33.4	33.3	24	29.6	29.7
Quality grain, 1902, %..	96	93	93	96	93	95
Quality grain, 1903, %..	79	80	85	78	91	83
Farm price per bushel, November, 1902, cts..	80.6	81.4	29.5	81.7	37.5	32.1
Farm price per bushel, November, 1903, cts..	84	84.4	32.8	86.8	89.5	35.3
Total yield bus., 1902...	65,840,000	108,026,000	48,821,000	61,451,000	29,226,000	307,364,000
Total yield bus., 1903...	36,084,000	72,612,000	35,498,000	35,786,000	24,795,000	204,725,000
Total value crop, 1902..	\$19,994,000	\$32,850,000	\$14,255,000	\$19,480,000	\$10,960,000	\$97,089,000
Total value crop, 1903..	\$12,689,000	\$24,979,000	\$11,465,000	\$12,962,000	\$ 9,744,000	\$71,839,000
Part of crop harvested for fodder, % 1902....	28	24	34	27	48	31
Part of crop harvested for fodder, % 1903....	33	28	38	35	42	35

\* Value of grain only. Does not include value of fodder.

### WHEAT.

The wheat acreage sown in the fall of 1902 was 2,821,900 acres, or about 11 per cent below that sown the previous year. The condition of the plant on December 1st was 96, which is considerably above the average. On April 1st, this year, the condition was 91, which is seven

points above the average at that time of year for the previous five years, and was practically the same as the condition of the excellent crops of 1900, 1901 and 1902. From this date on until harvest the crop greatly deteriorated, which was caused by too much rain, ravages of Hessian fly, the grain plant lice, rust, blight and overflow, until at harvest it was estimated that 12.5 per cent of the whole crop was not harvested.

The acreage sown to wheat this fall is about six per cent below the acreage sown in 1902, the falling off caused by the poor quality of last year's crop, the fear of damage by Hessian fly and the deficiency of moisture in several counties during October and November. The only section in the State showing an increase over last year is the Southwest, where there is an increased acreage of five per cent. The greatest increase is shown in the same group of counties that showed the greatest decrease last year, viz: Johnson, Cass, Henry, Bates and Vernon. In several localities in the eastern and southern parts of the State the wheat has suffered from insufficient rainfall. A number of correspondents complain of poor germination on this account. The general average condition while 15 points below the very excellent condition of one year ago, is two points above the condition on same date in 1901, which crop produced the largest yield in the history of the State.

Further detailed information is given in the following table:

## WHEAT.

Table showing acreage, yield, price, etc., of Wheat by sections and for the whole State for the years 1902 and 1903.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 28 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres harvested in 1902	408,800	818,800	518,900	1,167,900	758,800	3,186,900
Acres sown fall 1902 for harvest 1903.....	404,200	255,000	462,600	983,700	786,400	2,881,900
Percent crop not har- vested.....	8	7	14	10	15	12.5
Acres harvested in 1903	871,800	209,800	897,800	840,800	651,440	2,470,600
Average yield per acre 1902, bushels.....	22.4	22.4	22	18	16.4	19.8
Average yield per acre 1903, bushels.....	12	14	8	7	7.5	8.6
Total yield, 1902, bus..	9,148,000	7,141,000	11,806,000	21,008,000	12,444,000	61,045,000
Total yield, 1903, bus..	4,462,000	2,980,000	8,182,000	5,882,000	4,886,000	21,842,000
Quality of grain har- vested 1902.....	96	98	98	96	98	96
Quality of grain har- vested 1903.....	79	81	77	74	76	77
Average price per bu. on farm, Nov. 1, 1902.	\$0.59.2	\$0.57.4	\$0.54.4	\$0.55.2	\$0.58.9	\$0.56.8
Average price per bu. on farm Nov. 1, 1903..	\$0.70	\$0.67	\$0.69	\$0.69.7	\$0.71.6	\$0.69.8
Total value crop, 1902..	\$5,414,400	\$4,086,900	\$6,150,500	\$11,536,400	\$7,229,500	\$34,490,000
Total value crop, 1903..	\$3,128,400	\$1,968,100	\$2,196,600	\$4,099,800	\$3,498,400	\$14,880,300
<b>New Crop Sown Fall 1903.</b>						
Acreage sown com- pared with previous year, percent.....	91	86	91	105	87	95
Acres sown fall 1903....	867,800	219,800	421,000	1,011,900	686,800	2,688,000
Condition of plant Dec. 1, 1903.....	88	87	88	87	82	85
Condition of plant, Dec. 1, 1902.....	100	96	98	90	101	96

### OATS.

For several years the acreage planted in oats has gradually decreased on account of the unfavorable weather in the spring, and a great loss from rust. The acreage harvested in 1903 was estimated to be 755,800, which produced an average yield of 23 bushels, making a total production of 17,383,400 bushels, worth on the farm \$5,215,020.

### HAY AND FORAGE.

The hay crop of Missouri is second only in importance to that of corn. The estimated acreage for 1903 is 3,235,000, which produced a total production of 5,176,000 tons, valued at \$33,644,000.

### FLAX.

Most of the flax that is raised in Missouri is produced in the western part of the State, and on account of unfavorable weather for seeding in the spring there was a great reduction of acreage in this crop. It is estimated that there was sown this year 52,155 acres, which produced 323,360 bushels, valued at \$284,560.

### POTATOES.

The acreage in potatoes is estimated at 87,340 acres, which was 7 per cent below the acreage of the previous year. On this acreage was produced 7,248,220 bushels, valued at \$5,146,335.

### COTTON.

The acreage in cotton was estimated at 65,500, which produced an estimated yield of 18,817,000 tons, with a farm value of \$1,423,285.

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NOTE.—All the above values are based on the price the farmer receives at home.

ACREAGE, PRODUCTION AND VALUE OF THE WHEAT CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	WINTER WHEAT.					SPRING WHEAT.				
	Acres.	Yield per Acre.	Production.	Value per Bushel.	Total Value.	Acres.	Yield per Acre.	Production.	Value per Bushel.	Total Value.
Maine.....										\$ 203,219
Vermont.....										88,912
New York.....	544,039	17.8	9,683,894	81	7,843,954					
New Jersey.....	118,436	14.0	1,588,384	82	1,302,475					
Pennsylvania.....	1,669,131	15.6	26,038,444	79	20,570,371					
Delaware.....	114,489	10.2	1,167,788	78	910,875					
Maryland.....	809,667	12.5	10,120,838	79	7,995,462					
Virginia.....	804,557	8.7	6,959,646	84	5,879,703					
North Carolina.....	633,060	5.1	3,228,606	97	3,131,748					
South Carolina.....	270,261	6.5	1,756,696	101	1,774,263					
Georgia.....	239,958	6.2	1,859,740	96	1,785,350					
Alabama.....	112,133	9.1	1,020,410	95	969,390					
Mississippi.....	3,569	8.0	28,552	93	26,553					
Texas.....	1,483,595	13.4	19,880,173	78	15,506,535					
Arkansas.....	274,654	7.0	1,922,575	78	1,499,611					
Tennessee.....	1,083,531	7.1	7,693,070	84	6,462,179					
West Virginia.....	404,785	10.2	4,128,807	85	3,509,486					
Kentucky.....	920,028	8.4	7,728,235	81	6,259,870					
Ohio.....	2,065,950	13.7	28,303,515	80	22,642,812					
Michigan.....	1,001,604	15.5	15,524,862	77	11,954,144					
Indiana.....	2,399,403	10.0	23,994,030	78	18,715,343					
Illinois.....	1,972,850	8.4	16,571,940	75	12,428,955					
Wisconsin.....	132,784	18.6	2,459,782	72	1,778,243					
Minnesota.....										4,244,798
Iowa.....	80,156	15.9	1,274,480	62	790,178					48,750,292
Missouri.....	2,551,105	8.7	22,194,614	71	15,758,176					6,979,231
Kansas.....	5,951,146	14.0	83,316,044	59	49,156,466					
Nebraska.....	2,183,494	16.4	35,809,802	54	19,337,023					
South Dakota.....										
North Dakota.....										
Montana.....										
Wyoming.....										
Colorado.....										
New Mexico.....										
Arizona.....										
Utah.....										
Nevada.....										
Idaho.....	127,759	21.0	2,682,939	75	2,012,204					
Washington.....	373,989	20.1	7,517,179	69	5,186,854					
Oregon.....	368,126	18.9	6,957,581	77	5,357,337					
California.....	1,868,410	11.2	20,926,192	87	18,205,787					
Oklahoma.....	1,643,130	14.9	24,482,637	63	15,424,061					
Indian Territory.....	249,691	12.0	2,996,292	69	2,067,441					
United States.....	32,510,510	12.3	399,867,250	71.6	\$286,242,849	16,954,457	14.0	237,954,585	65.9	\$156,781,977



# ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.		Cents.	
Maine.....	16,638	30.2	505	66	\$ 291,525
New Hampshire.....	29,049	21.0	29	62	884,318
Vermont.....	60,027	28.4	82	62	870,872
Massachusetts.....	44,808	24.0	72	68	709,680
Rhode Island.....	113	30.1	81	81	344,102
Connecticut.....	66	22.4	54	67	628,260
New York.....	21	26.0	26	90	9,291,815
New Jersey.....	76	24.0	24	67	8,724,796
Pennsylvania.....	85	31.2	86	67	25,905,158
Delaware.....	68	27.6	53	49	2,496,419
Maryland.....	92	28.7	90	51	9,114,248
Virginia.....	68	21.8	63	58	21,062,573
North Carolina.....	82	14.7	95	61	28,542,697
South Carolina.....	79	10.8	84	69	12,846,464
Georgia.....	24	11.7	91	69	31,794,090
Florida.....	48	9.9	88	73	4,440,616
Alabama.....	11	14.6	58	67	28,789,818
Mississippi.....	87	18.4	73	64	21,518,967
Louisiana.....	99	20.6	66	66	16,208,966
Texas.....	46	24.2	84	68	67,660,853
Arkansas.....	26	20.9	88	51	24,568,468
Tennessee.....	66	20.5	76	49	36,689,051
West Virginia.....	69	22.8	67	64	10,748,164
Kentucky.....	16	26.6	46	66	46,226,506
Ohio.....	98	29.6	57	47	41,406,006
Michigan.....	98	32.6	29	46	20,887,726
Indiana.....	95	33.2	96	66	51,329,119
Illinois.....	78	32.2	61	66	96,071,478
Wisconsin.....	41	29.8	49	43	18,764,968
Minnesota.....	12	26.8	79	68	15,476,211
Iowa.....	88	28.0	20	68	67,102,924
Missouri.....	81	32.4	94	84	66,986,459
Kansas.....	34	26.6	14	66	61,907,326
Nebraska.....	62	26.0	82	26	46,266,269
South Dakota.....	79	27.2	67	66	14,566,829
North Dakota.....	99	26.2	93	42	910,800
Montana.....	89	24.1	91	62	56,600
Wyoming.....	60	19.4	54	66	26,555
Colorado.....	26	19.9	76	64	1,199,999
New Mexico.....	62	24.0	98	76	717,518
Arizona.....	92	22.4	26	90	178,422
Utah.....	84	21.4	98	70	168,799
Idaho.....	91	34.5	49	67	100,116
Washington.....	14	23.1	18	66	126,967
Oregon.....	86	26.8	89	67	800,685
California.....	98	30.7	62	74	1,315,106
Oklahoma.....	99	28.8	99	68	12,294,816
Indian Territory.....	80	27.7	76	69	16,468,461
United States.....	88,091,998	25.6	2,244,176,925	42.5	\$ 962,668,801

# ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	119,965	39.5	4,738,223	45	\$ 2,152,200
New Hampshire.....	12,058	31.1	374,848	48	179,927
Vermont.....	79,536	32.2	2,560,685	44	1,126,479
Massachusetts.....	6,842	31.7	216,891	49	106,277
Rhode Island.....	1,688	28.1	47,453	45	21,345
Connecticut.....	10,298	31.2	320,880	45	144,874
New York.....	1,511,818	34.0	51,584,812	41	21,279,778
New Jersey.....	68,781	25.4	1,730,087	48	836,615
Pennsylvania.....	1,209,191	28.6	34,582,868	37	12,795,650
Delaware.....	4,928	22.2	107,071	40	42,828
Maryland.....	86,640	21.6	1,859,804	40	750,322
Virginia.....	208,529	15.8	3,280,100	48	1,575,548
North Carolina.....	216,710	11.4	2,470,494	52	1,284,657
South Carolina.....	208,549	14.0	2,919,688	50	1,461,815
Georgia.....	256,098	13.8	3,534,353	58	2,048,578
Florida.....	38,227	13.2	505,606	60	303,360
Alabama.....	214,986	15.8	3,396,789	54	1,834,261
Mississippi.....	110,574	15.0	1,658,610	51	844,861
Louisiana.....	32,187	15.9	510,978	46	235,050
Texas.....	914,808	35.5	—	44	14,289,370
Arkansas.....	237,178	13.6	—	44	1,050,225
Tennessee.....	169,525	13.5	—	42	1,315,655
West Virginia.....	84,758	21.7	—	46	346,055
Kentucky.....	280,862	20.1	—	41	1,152,534
Ohio.....	1,004,851	30.8	—	35	11,070,871
Michigan.....	970,590	31.5	—	38	10,657,078
Indiana.....	1,207,238	31.4	—	33	9,426,468
Illinois.....	8,708,976	26.6	—	32	81,528,244
Wisconsin.....	2,429,588	32.8	—	34	27,094,208
Minnesota.....	2,180,515	32.3	—	30	20,642,752
Iowa.....	8,605,581	24.0	—	29	24,995,844
Missouri.....	787,411	22.1	—	33	5,568,871
Kansas.....	982,815	26.2	—	30	7,808,526
Nebraska.....	2,014,558	29.5	—	27	16,045,198
South Dakota.....	708,404	38.6	—	29	7,907,496
North Dakota.....	797,263	27.4	—	31	6,771,952
Montana.....	163,587	46.4	—	35	2,686,858
Wyoming.....	37,988	29.4	—	50	558,424
Colorado.....	187,942	39.8	—	41	1,848,622
New Mexico.....	15,272	22.6	—	63	213,991
Arizona.....	1,616	35.5	64,468	61	89,326
Utah.....	45,480	35.4	1,608,288	49	810,111
Nevada.....	6,233	28.6	117,468	68	120,675
Idaho.....	88,500	41.5	3,688,940	45	1,660,128
Washington.....	158,526	47.9	7,598,185	38	2,897,810
Oregon.....	287,154	32.8	9,720,677	44	4,277,098
California.....	165,480	34.8	5,756,964	54	3,108,761
Oklahoma.....	307,786	25.4	7,824,290	34	2,682,288
Indian Territory.....	214,686	30.0	6,439,080	35	2,253,678
United States.....	27,628,126	24.1	784,094,199	34.1	\$267,661,665

# ACREAGE, PRODUCTION AND VALUE OF THE RYE CROP OF THE UNITED STATES IN 1906.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acro.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.		Cents.	\$
Vermont .....	1,924	19.4		65	24,252
Massachusetts .....	4,520	13.7		78	43,204
Connecticut .....	10,570	17.0		71	127,589
New York .....	159,222	15.2		61	1,467,034
New Jersey .....	67,929	13.6		64	599,949
Pennsylvania .....	369,367	15.6		62	2,562,846
Delaware .....	1,058	14.8		61	9,551
Maryland .....	20,782	13.7		59	167,577
Virginia .....	25,863	12.2		66	204,223
North Carolina .....	20,735	8.8		84	153,273
South Carolina .....	4,269	7.6		107	34,715
Georgia .....	13,778	7.9		114	124,084
Alabama .....	1,622	10.6		108	18,568
Texas .....	3,668	14.2		74	26,544
Arkansas .....	2,481	9.7	24,066	64	20,213
Tennessee .....	13,472	13.4	160,525	74	133,588
West Virginia .....	10,613	11.5	122,050	71	86,634
Kentucky .....	13,872	11.6	149,315	69	103,027
Ohio .....	15,275	15.8	240,339	68	135,851
Michigan .....	147,524	15.5		51	1,196,177
Indiana .....	37,250	12.6		58	245,754
Illinois .....	73,667	16.5		52	632,033
Wisconsin .....	315,410	16.6		50	2,617,908
Minnesota .....	95,063	18.4		45	787,122
Iowa .....	64,849	16.9		44	482,210
Missouri .....	21,824	12.8		55	154,641
Kansas .....	82,743	16.2		44	595,732
Nebraska .....	156,988	14.2		37	824,342
South Dakota .....	84,690	20.2		40	281,911
North Dakota .....	23,898	15.7		48	157,556
Montana .....	1,690	24.8		63	28,291
Wyoming .....	528	19.0		69	6,354
Colorado .....	2,843	18.3	52,027	61	31,786
Utah .....	3,786	16.1	60,182	65	39,119
Idaho .....	1,209	18.5	22,848	65	14,526
Washington .....	2,981	21.0	60,501	72	43,561
Oregon .....	11,247	14.2	159,707	97	154,916
California .....	68,063	12.3	837,421	77	644,814
Oklahoma .....	3,718	17.9	66,468	50	33,233
United States...	1,906,694	15.4	20,363,416	54.5	\$15,908,871

# ACREAGE, PRODUCTION AND VALUE OF THE BARLEY CROP OF THE UNITED STATES IN 1908.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acres.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	8,400	29.9	251,160	71	\$ 178,524
New Hampshire .....	1,601	19.8	31,700	84	26,628
Vermont .....	18,472	29.2	538,882	60	323,329
New York.....	108,616	26.6	2,915,786	55	1,606,882
Pennsylvania.....	8,878	21.8	193,058	58	106,878
Maryland .....	1,544	25.9	39,980	50	19,995
Virginia .....	2,628	24.4	64,128	57	36,560
Texas.....	4,960	24.4	121,024	70	84,717
Tennessee.....	1,420	20.6	29,262	65	19,014
Kentucky .....	958	21.4	20,501	68	11,867
Ohio .....	29,484	28.8	838,977	50	419,488
Michigan.....	87,521	26.2	2,315,259	52	1,205,875
Indiana .....	10,678	23.8	254,154	50	127,072
Illinois.....	28,186	29.2	825,032	44	363,015
Wisconsin.....	488,587	27.7	13,533,819	49	6,632,108
Minnesota.....	1,098,149	25.8	28,132,272	47	13,222,778
Iowa.....	482,689	28.4	13,708,372	46	6,305,172
Missouri.....	1,820	19.8	36,036	54	19,565
Kansas.....	187,550	31.9	5,983,045	34	2,034,867
Nebraska.....	84,070	26.6	2,236,462	38	850,406
South Dakota.....	339,877	31.4	10,672,068	38	4,056,385
North Dakota.....	577,340	21.6	12,470,544	38	4,738,618
Montana.....	18,281	40.2	736,902	58	428,074
Wyoming.....	1,178	21.8	25,681	72	18,488
Colorado.....	18,917	39.8	753,921	61	459,958
New Mexico.....	878	28.1	24,682	64	15,800
Arizona.....	16,924	32.8	555,107	72	400,677
Utah.....	8,381	37.5	314,288	59	185,480
Nevada.....	7,166	34.6	248,044	85	210,752
Idaho.....	41,981	34.4	1,444,706	52	754,167
Washington.....	162,487	37.9	6,158,257	60	3,694,958
Oregon.....	61,701	33.2	2,048,478	59	1,208,599
California.....	1,201,488	26.7	32,078,242	61	19,585,728
Oklahoma.....	15,262	26.9	410,548	44	180,641
United States.....	4,986,187	26.4	131,861,891	45.6	\$60,166,818

# ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP IN THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Value per Ton.	Total Value.
	Acres.	Tons.			
Maine.....	1,265,541	.98			
New Hampshire.....	619,592	.92			
Vermont.....	981,997	1.18			
Massachusetts.....	577,119	1.36			
Rhode Island.....	65,901	1.07			
Connecticut.....	475,246	1.11			
New York.....	4,813,428	1.23			
New Jersey.....	416,248	1.25			
Pennsylvania.....	8,072,329	1.11			
Delaware.....	74,846	1.11			
Maryland.....	295,161	1.11			
Virginia.....	463,465	1.50			
North Carolina.....	129,492	1.60			
South Carolina.....	61,819	1.46			
Georgia.....	88,961	1.53			
Florida.....	13,297	1.47			
Alabama.....	66,941	1.77			
Mississippi.....	46,201	1.74			
Louisiana.....	21,706	2.04			
Texas.....	416,224	1.84			
Arkansas.....	79,889	1.60			
Tennessee.....	853,479	1.58			
West Virginia.....	822,820	1.89			
Kentucky.....	496,202	1.46			
Ohio.....	2,740,963	1.42			
Michigan.....	2,215,508	1.87			
Indiana.....	1,766,943	1.81			
Illinois.....	2,774,848	1.54			
Wisconsin.....	1,764,724	1.80			
Minnesota.....	858,550	1.84			
Iowa.....	8,163,962	1.78			
Missouri.....	8,022,492	1.57			
Kansas.....	1,818,880	1.89			
Nebraska.....	561,963	1.68			
South Dakota.....	191,291	1.45			
North Dakota.....	148,963	1.18			
Montana.....	835,558	2.08			
Wyoming.....	174,758	2.14			
Colorado.....	622,171	2.56			
New Mexico.....	68,478	2.86			
Arizona.....	79,805	3.46			
Utah.....	847,863	2.95			
Nevada.....	142,002	3.12			
Idaho.....	847,193	2.82			
Washington.....	813,178	2.41			
Oregon.....	864,149	2.07			
California.....	550,270	2.08			
Oklahoma.....	248,591	1.24			
Indian Territory.....	86,491	1.50			
United States.....	89,933,759	1.64	61,805,940	9.08	\$556,876,899

# ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Value per Bushel	Total Value.
Maine .....	87,077	198	17,085,092	56	\$ 9,557,572
New Hampshire .....	18,777	98	1,791,148	65	1,164,245
Vermont .....	26,590	138	3,669,120	50	1,834,710
Massachusetts .....	28,874	98	2,771,000	71	1,968,052
Rhode Island .....	6,764	125	845,000	89	698,810
Connecticut .....	29,822	98	2,814,012	78	2,195,631
New York .....	894,870	89	85,143,480	56	19,660,821
New Jersey .....	57,684	99	5,710,716	89	8,940,894
Pennsylvania .....	244,158	91	22,217,928	62	18,775,112
Delaware .....	6,180	84	519,120	76	290,707
Maryland .....	26,518	70	1,895,910	80	1,197,548
Virginia .....	49,620	84	4,159,680	64	2,662,198
North Carolina .....	24,641	67	1,650,947	74	1,221,701
South Carolina .....	8,655	81	692,855	104	720,873
Georgia .....	8,628	78	629,844	94	592,058
Florida .....	8,489	82	268,088	128	860,468
Alabama .....	9,648	67	646,081	96	620,288
Mississippi .....	5,685	82	462,070	88	406,622
Louisiana .....	8,140	50	407,000	91	370,870
Texas .....	28,487	67	1,771,279	88	1,558,728
Arkansas .....	23,078	70	1,616,110	79	1,275,987
Tennessee .....	25,085	66	1,655,610	64	1,069,590
West Virginia .....	81,226	80	2,498,080	68	1,649,788
Kentucky .....	36,165	78	2,840,045	68	1,795,231
Ohio .....	161,947	68	13,441,601	61	8,199,877
Michigan .....	268,230	78	20,921,940	49	10,251,781
Indiana .....	77,988	76	5,919,488	68	8,906,862
Illinois .....	148,869	72	10,822,568	72	7,432,249
Wisconsin .....	262,522	58	14,846,276	58	8,494,940
Minnesota .....	140,015	64	8,960,860	61	5,466,188
Iowa .....	162,741	56	9	75	6,635,122
Missouri .....	86,977	68	5	76	4,362,766
Kansas .....	72,148	66	4	65	8,556,650
Nebraska .....	80,599	64	5	65	8,852,918
South Dakota .....	82,487	69	2	64	1,558,922
North Dakota .....	24,200	84	2	48	975,744
Montana .....	12,000	176	2	44	989,286
Wyoming .....	8,666	167		57	848,871
Colorado .....	50,758	145	7	80	4,415,946
New Mexico .....	1,297	67		84	94,785
Utah .....	11,776	177	2	47	979,645
Nevada .....	2,522	117	295,074	70	906,552
Idaho .....	11,672	160	1,887,520	46	869,089
Washington .....	29,411	145	4,264,895	86	1,535,254
Oregon .....	85,867	107	8,784,280	50	1,892,124
California .....	46,538	180	6,049,690	66	8,992,789
Oklahoma .....	10,227	78	797,708	98	781,752
Indian Territory .....	9,111	70	687,770	88	548,482
United States .....	3,918,855	84.7	247,127,890	61.4	\$151,638,094

## FOREIGN IMPORT DUTIES ON WHEAT.

Compiled by FREDERIC EMORY, Chief Bureau of Trade Relations.  
Department of State, Washington, D. C.

As in force January 1904.

COUNTRIES.	TARIFF RATES OF DUTIES.	UNITED STATES EQUIVALENTS
Russia .....	Free.....	Free.
Sweden .....	Per 100 kilograms, 8.70 kronor.	Per bushel of 60 lbs., 26.99 cts.
Norway:		
Conventional duty, applicable to countries having commercial treat- ies with Norway..	Per 100 kilograms, 0.60 kronor.	Per bushel of 60 lbs., 4.39 cts.
General, applicable to non-treaty countries .....	Per 100 kilograms, 0.80 kronor.	Per bushel of 60 lbs., 5.78 cts.
Denmark .....	Free.....	Free.
Germany:		
Conventional duty	Per 100 kilograms, 8.50 marks.	Per bushel of 60 lbs., 22.67 cts.
General.....	Per 100 kilograms, 5 marks....	Per bushel of 60 lbs., 32.89 cts.
France.....	Per 100 kilograms, 7 francs....	Per bushel of 60 lbs., 36.77 cts.
†Spain.....	Per 100 kilograms, 6 pesetas...	Per bushel of 60 lbs., 31.02 cts.
*Italy .....	Per 100 kilograms, 7.50 liras...	Per bushel of 60 lbs., 39.39 cts.
Austria-Hungary....	Per 100 kilograms, 1.50 florins.	Per bushel of 60 lbs., 16.57 cts.
Switzerland .....	Per 100 kilos, 80 centimes.....	Per bushel of 60 lbs., 1.58 cts.
Greece:		
Conventional duty	Per 100 okes. 4.11 drachmas .....	Per bushel of 60 lbs., 16.86 cts.
General.....	Per 100 okes. 7.85 drachmas.....	Per bushel of 60 lbs., 30.16 cts.
Netherlands....	Free .....	Free.
Belgium .....	Free.....	Free.
Roumania .....	Free.....	Free.
Turkey .....	8 per cent. ad valorem .....	Eight per cent. ad valorem.
Portugal.....	Wheat in the grain imported from the United States is guaranteed most-favored- nation treatment (Spain and Brazil excepted).	
United Kingdom....	Free .....	Free.
Servia. ....	Per 100 kilograms, two dinars.	Per bushel of 60 lbs., 10.51 cts.
Bulgaria.....	Per 100 kilograms, 80 leva .....	Per bushel of 60 lbs., 4.20 cts.
Cuba .....	Per 100 kilograms, \$1.00 .....	Per bushel of 60 lbs., 27.18 cts.
Porto Rico.....	Imports from United States free; from rest of world Dingley tariff rate, 25 cents per bushel. (Par. 234.)	
Philippines.....	Wheat in grain (gross weight), 25 cents per 100 kilos or 6.8 cents per bushel of 60 lbs. This applies to imports from United States.	

\* Subject to two cents surtax.

† Import duty must be paid in gold.

### COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

Crop of	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush
1876.....	369,354,500	1,	220,884,000		36,710,500
1877.....	364,194,148	1,	406,394,000		34,441,400
1878.....		1,	413,573,560		43,345,630
1879.....		1,	363,761,330		40,363,106
1880.....		1,	417,885,330		45,165,340
1881.....		1,	416,481,000		41,161,330
1882.....		1,	486,350,610		48,953,926
1883.....		1,	571,303,400		50,136,097
1884.....		1,	583,628,000		61,306,669
1885.....		1,	629,409,000		68,360,000
1886.....		1,	634,134,000		69,428,000
1887.....		1,	656,618,000		66,812,000
1888.....		1,	701,735,000		68,694,000
1889.....		2,	751,515,000		66,090,900
1890.....		1,	623,621,000		58,800,000
1891.....		2,	738,394,000		77,400,000
1892.....		1,	661,035,000		
1893.....		1,	638,864,850	26,555,446	69,899,485
1894.....		1,	669,086,928	26,727,615	61,400,465
1895.....		2,	624,448,587	27,210,970	67,073,744
1896.....		2,	707,346,404	24,569,047	69,695,228
1897.....	530,149,168	1,	698,767,809	7,368,824	66,695,127
1898.....	675,148,705	1,	780,906,648	25,667,632	56,792,257
1899.....	547,808,846	2,	796,177,713	28,961,741	73,861,563
1900.....	522,229,505	2,	809,126,669	23,996,927	58,925,863
1901.....	748,460,218	1,	736,808,724	30,344,680	109,932,924
1902.....	670,068,008	2,	957,842,712	38,630,592	134,954,023
1903.....	637,821,835	2,	784,094,199	29,868,416	131,861,891

### HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.



# **TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,**

**AS REPORTED BY BRADSTREETS.**

The following figures represent stocks of Grain available at 63 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.	GRAIN STOCKS EAST OF ROCKY MOUNTAINS.					PACIFIC COAST STOCKS.		
	Wheat.	Coru.	Oats.	Barley.	Rye.	Wheat.		
	B	s.	Bushels.	B	ls.	ls.	s.	Bushels.
1903, January 1...	60	00	9 00	8	00	00	00	4,992,000
February 1...	81	00	11 00	8	00	00	00	4,873,000
March 1.....	78	00	15 00	12	00	00	00	3,435,000
April 1.....	07	00	16 00	12	00	00	00	3,810,000
May 1.....	53	00	9 00	9	00	00	00	3,638,000
June 1.....	86	00	7 00	7	00	00	00	2,546,000
July 1.....	24	00	18 00	6	00	00	00	1,775,000
August 1.....	31	00	11 00	8	00	00	00	1,400,000
September 1.	21	00	9 00	11	00	00	00	1,754,000
October 1....	33	00	15 00	10	00	00	00	3,227,000
November 1.	48	00	12 00	18	00	00	00	3,447,000
December 1.	56	00	9 00	18	00	00	00	3,591,000
1904, January 1...	61	00	9 00	18	00	00	00	3,253,000
February 1..	62	00	12 00	14	00	00	00	2,669,000

**1911 BROOMHALL'S ESTIMATE OF CROPS OF THE WORLD.**

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT  
OF AGRICULTURE.

THE CITY OF ST. LOUIS.

YEAR.	WINTER WHEAT.			SPRING WHEAT.			Total Crop, bushels.	Total Acreage.	Average per Acre. Total Crop.
	Acreage.	Yield, bus.	Average per Acre.	Acreage.	Yield, bus.	Average per Acre.			
1885	22,148,558	211,845,000	9.6	12,040,708	145,267,000	12.1	357,112,000	84,189,246	10.1
1886	24,534,579	302,412,000	12.3	12,271,605	154,906,000	12.6	457,218,000	86,806,184	12.5
1887	24,223,201	292,867,000	12.1	13,418,582	163,462,000	12.2	456,329,000	87,641,783	12.1
1888	23,953,800	277,952,000	11.6	13,382,338	137,916,000	10.3	415,868,000	87,336,188	11.1
1889	25,384,702	332,243,000	13.1	12,789,157	158,317,000	12.4	490,560,000	88,123,859	12.9
1890	23,520,104	255,374,000	10.9	12,567,050	143,888,000	11.4	399,262,000	86,087,154	11.1
1891	26,581,283	392,495,000	14.8	13,335,613	219,285,000	16.4	611,780,000	89,916,897	15.3
1892	25,989,076	359,191,000	13.8	12,565,354	156,758,000	12.5	515,949,000	88,554,480	13.4
1893	22,868,539	275,488,809	12.0	11,760,879	120,642,916	10.3	396,131,725	84,629,418	11.4
1894	23,306,500	326,398,840	14.0	11,575,936	133,868,576	11.6	460,267,416	84,882,436	13.2
1895	22,609,322	261,242,134	11.6	11,433,010	205,880,813	18.0	467,102,947	84,047,332	13.7
1896	22,793,718	267,934,004	11.8	11,824,928	159,750,342	13.5	427,684,346	84,618,646	12.4
1897	22,925,623	323,616,123	14.1	16,539,443	206,533,045	12.5	530,149,168	89,465,066	13.4
1898	25,744,848	382,492,032	14.9	18,310,430	292,656,673	16.0	675,148,705	44,055,278	15.3
1899	25,357,592	291,706,229	11.5	19,234,924	255,597,614	13.29	547,303,846	44,592,516	12.8
1900	26,235,897	350,025,409	13.3	16,259,438	172,204,096	10.59	522,229,505	42,495,385	12.29
1901	30,239,701	458,834,501	15.2	19,655,813	289,625,717	14.7	748,460,218	49,895,514	15.0
1902	28,581,426	411,788,666	14.4	17,620,998	258,274,342	14.7	670,063,008	46,202,424	14.5
1903	32,510,510	399,867,250	12.3	16,954,457	237,954,535	14.0	637,821,835	49,464,967	12.9

**AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED**

**AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.**

## THE WORLD'S WHEAT CROP

For Four Years, Revised up to December 29th, 1903.

From GEORGE BROOMHALL'S Corn Trade News, Liverpool.

Official returns are taken when obtainable, excepting in the case of the U. S. A., where recognized commercial estimates are adopted in preference. The returns represent the crops harvested in July and August of the years named, excepting in the cases of Argentina, Uruguay, Australasia and the Cape, which are harvested fifteen weeks subsequently, and in the cases of Chili and India still somewhat later. For the current year forecasts only can be given for these last two.

COUNTRIES.	1903.	1902.	1901.	1900.
<b>EUROPE—</b>				
France.....	45,800,000	44,000,000	38,900,000	40,700,000
Russia, proper.....			40,000,000	39,700,000
Poland.....	a 76,400,000	a 73,000,000	1,800,000	2,500,000
Os-Caucasia.....			8,400,000	7,100,000
Hungary.....	18,900,000	21,300,000	15,400,000	17,700,000
Austria.....	6,100,000	6,200,000	5,200,000	5,100,000
Croatia and Slavonia.....	1,700,000	1,500,000	1,800,000	1,400,000
Herzegovina and Bosnia...	800,000	350,000	800,000	300,000
Italy.....	22,400,000	15,900,000	d 19,700,000	14,600,000
Germany.....	16,500,000	17,900,000	11,500,000	17,600,000
Spain.....	e 13,000,000	14,000,000	13,500,000	12,500,000
Portugal.....	1,000,000	1,300,000	1,300,000	1,000,000
Roumania.....	8,950,000	9,200,000	8,800,000	6,900,000
Bulgaria.....	7,000,000	4,000,000	3,000,000	3,800,000
Eastern Roumelia.....		900,000	800,000	700,000
Servia.....	1,400,000	1,000,000	1,100,000	1,200,000
Turkey-in-Europe.....	2,500,000	2,500,000	2,000,000	2,000,000
Greece.....	900,000	400,000	400,000	800,000
United Kingdom.....	6,100,000	7,300,000	6,700,000	6,800,000
Belgium.....	1,500,000	1,600,000	1,500,000	1,700,000
Holland.....	800,000	900,000	600,000	700,000
Switzerland.....	500,000	500,000	550,000	500,000
Sweden.....	673,000	400,000	550,000	630,000
Denmark.....	500,000	800,000	300,000	400,000
Norway.....	40,000	40,000	50,000	40,000
Cyprus, Malta, etc.....	200,000	250,000	250,000	300,000
<b>Total Europe.....</b>	<b>233,183,000</b>	<b>224,740,000</b>	<b>183,900,000</b>	<b>185,670,000</b>
<b>AMERICA—</b>				
United States.....	g 80,000,000	† 85,000,000	† 94,000,000	† 75,000,000
Canada.....	10,000,000	11,700,000	10,600,000	5,500,000
Mexico.....	2,000,000	2,000,000	2,000,000	2,000,000
Argentina.....	e 17,000,000	b 18,000,000	7,000,000	9,000,000
Chili.....	1,700,000	1,700,000	1,400,000	1,000,000
Uruguay.....	700,000	1,000,000	700,000	700,000
<b>Total America.....</b>	<b>111,400,000</b>	<b>114,400,000</b>	<b>115,700,000</b>	<b>98,200,000</b>
<b>ASIA—</b>				
India.....	h 88,000,000	c 29,000,000	28,200,000	31,800,000
Turkey-in-Asia.....	4,000,000	3,500,000	3,500,000	3,500,000
Persia.....	2,000,000	1,700,000	1,800,000	2,000,000
Japan.....	2,000,000	2,000,000	2,000,000	2,000,000
<b>Total Asia.....</b>	<b>46,000,000</b>	<b>36,200,000</b>	<b>35,600,000</b>	<b>39,800,000</b>
<b>AFRICA—</b>				
Algeria.....	i 4,273,000	3,300,000	2,900,000	2,200,000
Tunis.....	1,000,000	1,000,000	800,000	700,000
Egypt.....	1,100,000	1,000,000	1,100,000	1,200,000
The Cape.....	500,000	500,000	500,000	500,000
<b>Total Africa.....</b>	<b>6,773,000</b>	<b>5,800,000</b>	<b>5,300,000</b>	<b>4,600,000</b>
<b>AUSTRALASIA—</b>				
Victoria.....	3,000,000	400,000	1,500,000	2,200,000
South Australia.....	1,000,000	1,000,000	1,000,000	1,400,000
New South Wales.....	3,500,000	400,000	1,800,000	2,100,000
Tasmania.....	150,000	100,000	120,000	140,000
West Australia.....	150,000	100,000	110,000	100,000
Queensland.....	800,000	50,000	100,000	140,000
New Zealand.....	1,000,000	800,000	500,000	815,000
<b>Total Australasia.....</b>	<b>10,000,000</b>	<b>2,850,000</b>	<b>5,130,000</b>	<b>6,895,000</b>
<b>World's total.....quarters</b>	<b>407,836,000</b>	<b>388,990,000</b>	<b>345,630,000</b>	<b>329,865,000</b>
“.....bushels	8,268,688,000	8,071,920,000	2,755,040,000	2,637,820,000
“.....quintals	886,870,000	885,946,000	752,436,000	717,690,925
“.....hectolitres	1,181,274,000	1,113,570,000	1,002,827,000	956,028,500

NOTES.—(a) Most recent estimate of Central Statistical Committee; probably an over-estimate.

(b) Two million below the recent optimistic official estimate.

(c) Estimate of growing crop. (d) Revised October, 1903. † A conservative commercial estimate.

1903—(a) Most recent estimate of Central Statistical Committee, probably an over-estimate.

(e) Unofficial. (g) Official estimate. [h] Growing crop. [i] All former returns revised Sept. 19.

## PROVISIONS AND PACKING.

### PORK PRODUCT.

The amount of packing house product handled during 1903, was considerably less than for any of the three previous years, aggregating 601,266,680 pounds.

The receipts of hogs were 1,785,873, and shipments, 267,000 head. Receipts of cattle and sheep show a considerable increase.

The packing on both sides of the river for the winter season of 1902-1903 was 503,823 head, and for the twelve months ending March 1st, 1903, 1,262,858 head. The summer packing of 1903 was 943,194 head as compared with 760,000 the previous season. The amount of product handled in this market for past four years was as follows:

	1900.	1901.	1902.	1903.
Received, pounds.....	354,004,110	393,354,600	292,771,800	208,000,640
Shipped, pounds .....	389,946,455	396,183,896	373,668,410	393,266,040
Totals, pounds .....	743,950,565	789,538,496	666,440,210	601,266,680

### TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city holds fifth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1902-03.	1901-02.	1900-1901.	1899-90.
Chicago.....	6,860,453	7,636,000	7,268,515	7,119,440
Kansas City.....	2,055,942	3,427,802	2,981,288	2,621,727
Omaha.....	2,004,826	2,390,416	2,241,599	2,192,496
St. Louis.....	1,262,858	1,725,407	1,566,550	1,507,951
Indianapolis.....	930,000	1,225,300	1,185,600	1,145,252
Milwaukee and Cudahy.....	553,986	760,063	911,256	864,590
Sioux City .....	777,320	879,763	733,754	514,235
Cincinnati.....	498,376	569,782	617,032	656,244
St. Paul.....	713,237	658,591	514,385	394,093
Cedar Rapids.....	391,524	496,790	496,308	427,637
Cleveland.....	562,672	496,281	500,785	489,282
Louisville.....	323,940	375,000	360,425	397,975
Ottumwa .....	441,680	610,002	653,785	688,969
Nebraska City.....	209,835	180,746	114,962	235,923
St. Joseph.....	1,528,860	2,105,293	1,723,377	1,346,733
Fifteen places .....	19,076,009	23,567,196	21,869,621	20,602,517
All other.....	1,529,562	1,844,480	1,731,063	1,598,304
Aggregate.....	20,605,571	25,411,676	23,600,674	22,200,821

## DRESSED BEEF.

By PHILIP H. HALE, Publisher National Farmer and Stock Reporter.

The dressed beef output from St. Louis and East St. Louis in the year 1903 was about fifty-five million pounds greater than the shipments of the previous year. One new packing house on the east side commenced operations at the opening of the year and another on the west side, is the incident of the closing month of a most prosperous year from a home market development standpoint.

The cattle slaughtered by the dressed beef houses in the year 1903 amounted to 739,879, an increase of 56,052 head.

The calves slaughtered in the year 1903 amounted to 125,736, an increase of 21,843 head. The significance of the figures is explained by the statement that it represents a fifty percent increase in four years. It also represents three times the business of ten years ago.

The dressed beef shipments for the year 1903 amounted to 373,340,225 pounds, the largest amount on record; and added to this must be considered the greatly enlarged home consumption caused by the steady increase in population of the World's Fair City.

A considerable amount of dressed beef is received at St. Louis annually, but this trade does not appear to increase. In the year 1903 dressed beef received from other market centers amounted to 65,813,800 pounds in 1901, the receipts were 110,707,200, and in 1894 the arrivals were 64,612,340 pounds. It will be seen that the shipments to St. Louis are not gaining.

In conclusion it is proper to state that in buying cattle on the hoof and in selling the meat from wholesalers to retailers, there is at St. Louis the largest element of competition, which is free, open and above board. The local trade consists of five large houses and ten small packers, and these are in competition with several of the largest outside packers, all competing as buyers of live cattle in the stock yards and as sellers of dressed beef in the city.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1903 .....	739,879	125,736	373,340,225	65,813,800
1902.....	683,827	103,893	318,387,455	31,968,200
1901.....	607,788	60,774	348,443,030	110,707,200
1900.....	484,564	50,116	293,807,310	35,460,100
1899.....	455,604	45,913	290,470,460	44,982,660
1898.....	459,051	49,794	277,755,720	48,285,850
1897.....	482,528	47,890	259,002,550	20,889,600
1896.....	540,230	58,830	248,746,200	17,847,900
1895.....	450,806	40,323	238,966,600	42,895,270
1894.....	355,677	32,609	196,059,375	64,612,340
1893.....	274,579	29,672	103,837,622	25,167,902
1892.....	180,790	8,531	68,071,698	25,584,464
1891.....	138,153	2,862	72,683,266	17,741,474
1890.....	131,134	2,735	65,987,353	22,790,102
1889.....	56,684	1,899	19,393,630	10,749,877

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1903.	1902.
Chicago & Alton (Mo. Div.) R. R.....	5,672,300	5,258,000
Missouri Pacific R. R .....	4,205,100	123,500
St. Louis & San Francisco R. R.....	148,700	.....
Wabash R. R. (West).....	1,565,100	1,004,300
Missouri, Kansas & Texas R. R.....	15,467,800	.....
St. Louis, Iron Mountain & Southern Ry .....	10,294,800	.....
Chicago & Alton R. R.....	.....	155,200
Wabash R. R. (East).....	5,344,000	4,142,000
Toledo, St. Louis & Western R. R .....	.....	88,000
St. Louis, Keokuk & Northwestern R. R.....	23,116,000	21,247,200
Total pounds.....	65,813,800	31,968,200

SHIPMENT OF DRESSED BEEF IN POUNDS.

	1903.	1902.
Chicago & Alton R. R., Mo. Div.....	24,510	43,300
St. Louis & San Francisco R. R .....	2,280,000	.....
St. Louis, Kansas City & Colorado R. R.....	700	.....
Missouri, Kansas & Texas R. R .....	39,000	76,800
St. Louis Southwestern Ry .....	100	350,250
St. Louis, Iron Mountain & Southern Ry .....	9,880,330	2,028,350
St. Louis, Iron Mountain & South. Ry. (Ill. Div.)	110,400	1,000
Illinois Central R. R.....	13,033,800	11,964,500
Louisville, Henderson & St. Louis R. R.....	3,636,400	4,651,100
Louisville & Nashville R. R .....	5,439,800	3,098,050
Mobile & Ohio R. R .....	1,868,500	762,100
Southern Ry .....	473,300	132,600
Baltimore & Ohio Southwestern R. R.....	10,866,500	13,334,600
Chicago & Alton R. R.....	85,736,245	71,371,600
Cleveland, Cincinnati, Chicago & St. Louis R. R..	26,884,800	49,455,050
Vandalia R. R.....	30,869,275	44,029,650
Wabash R. R. (East) .....	66,603,250	58,595,350
Toledo, St. Louis & Western Ry.....	112,191,500	57,476,200
Chicago, Peoria & St. Louis R. R.....	.....	92,400
Chicago, Burlington & Quincy R. R .....	239,700	28,700
St. Louis, Keokuk & Northwestern R. R.....	3,363,665	658,150
River .....	293,950	287,705
Total pounds.....	373,340,225	318,387,455

Shipments of Canned Beef in 1897 were 3,046,600 pounds.

"	"	"	"	1898	"	1,435,725	"
"	"	"	"	1899	"	3,538,860	"
"	"	"	"	1900	"	1,762,560	"
"	"	"	"	1901	"	2,419,140	"
"	"	"	"	190	"	4 589 380	"
"	"	"	"	1903	"	1,042,475	"

# RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1903 AND COMPARISONS WITH PREVIOUS YEARS.

BY	RECEIPTS.				SHIPMENTS.			
	B'd Pork, bbls.	"	"	Lard, lbs.	B'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
Chicago & Alton R. R. Missouri Div.	275	240,000	10,067,800	1,858,000	711	2,202,480	782,680	16,458,010
Missouri Pacific R. R.		8,531,000	61,590,600	5,711,120			686,000	451,800
St. Louis & San Francisco R. R.		28,000	108,800	98,200				94,190
Wabash R. R. (West)		187,400	19,710,800	891,000				51,900
Lo R. R.			76,700	88,000	97	8,400	70,820	508,270
Ir. R. R.			183,800	1,853,900	785	14,100	2,298,510	418,190
V.)			1,791,800	1,255,000	850	8,867,290	44,203,540	8,674,600
R.		1,300		21,000	5	1,500	27,920	4,890
			8,700	611,000	15	6,148,500	108,020,700	12,568,200
				1,200		1,066,816	2,810,800	606,200
				111,000		16,607,010	9,889,800	2,168,100
				611,000		477,800	20,284,900	5,948,100
				1,200		607,650	5,081,900	1,289,700
				1,831,900		1,808,800	1,955,100	8,077,200
	886	184,700	7,068,700	1,831,900	610	1,808,800	4,199,800	5,828,900
						582,500	4,528,900	2,184,800
						96,240	758,500	628,850
	1,450	26,000	10,444,400	4,254,770	90	20,808,840	20,630,806	19,064,820
			269,000		60	6,868,570	14,887,500	8,223,400
					10	1,000		900
		30,000	10,640,500	183,700	700	41,900	7,459,800	146,100
	855	2,947,400	51,826,700	9,861,000		128,800	259,900	69,500
	109			121,000	529	99,250	200,400	66,560
			208,800	4,500	184	698,636	2,241,660	674,945
						9,700	58,800	16,000
						8,500	6,000	5,000
					6	13,686	242,520	42,286
Total, 1903	8,055		76,700	26,787,590	4,262	68,949,476	260,087,115	79,058,870
1904	4,970		43,195,000	43,195,000	7,895	46,866,730	248,477,215	77,185,565
1901	5,028		55,678,890	55,678,890	10,526	55,826,871	287,208,064	198,858,501
1900	11,890		47,994,410	47,994,410	14,011	51,396,050	280,968,060	115,009,655
1899	18,848		52,792,420	52,792,420	12,880	68,769,820	212,211,910	95,908,215
1898	19,011		57,677,100	57,677,100	17,718	41,897,845	179,630,326	90,176,130
1897	4,175		67,225,900	67,225,900	10,176	47,243,276	188,096,831	98,898,778
1896	4,265		98,707,600	98,707,600	17,493	40,768,299	171,407,470	84,875,647
1895	2,965		26,989,100	26,989,100	15,186	33,714,053	208,100,011	91,731,096
1894	3,664		27,878,000	27,878,000	15,668	39,438,596	298,998,351	90,088,782

Source  
Illinois  
Missouri  
Ohio, Cumberland & Tenn. Rivers.



# RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

## TOTAL YEARLY PACKING AND MARKETING OF HOGS.

Total Western and Eastern packing, and receipts of hogs at New York, Philadelphia and Baltimore, for years ending March 1, according to returns to the Cincinnati Price Current.

	1902-03.	1901-02.	1900-01.	1899-00.
Packed in the West .....	20,605,000	25,411,000	28,601,000	23,201,000
Packed at Boston .....	1,450,000	1,406,000	1,870,000	1,647,000
Other New England packing ....	620,000	720,000	736,000	826,000
Packed at Buffalo .....	455,000	332,000	343,000	361,000
Other Eastern packing .....	270,000	291,000	310,000	268,000
Receipts, New York, Philadelphia, Baltimore .....	1,845,000	2,235,000	2,620,000	2,879,000
Total .....	26,245,000	30,395,000	38,980,000	38,172,000

## GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1902-1903, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

## WINTER SEASON.

November 1 to March 1—	1902-03.	1901-02.
Number of hogs packed.....	8,458,606	10,840,196
Decrease.....	1,881,590	
Average live weight, lbs.....	224.05	206.88
Increase.....	17.67	
Average yield of lard, lbs.....	81.92	81.80
Increase.....	.62	
Percentage yield of lard.....	14.24	15.16
Decrease.....	.92	
Cost of hogs, 100 lbs., alive.....	\$6.44	\$5.97
Increase.....	.47	
Aggregate live weight, lbs.....	1,895,049,000	2,133,972,000
Decrease.....	238,923,000	
Green meats made, lbs.....	1,061,227,000	1,170,144,000
Decrease.....	108,917,000	
Lard made, lbs.....	269,994,000	323,636,000
Decrease.....	53,642,000	
Total meats and lard, lbs.....	1,331,221,000	1,493,780,000
Decrease.....	162,559,000	
Aggregate cost of hogs.....	\$122,121,000	\$127,519,000
Increase.....	\$5,398,000	
Tierces of lard, 330 lbs.....	818,200	980,700
Decrease.....	162,500	
Mess pork made, barrels.....	88,700	72,970
Decrease.....	34,270	
Other pork, barrels.....	155,600	143,660
Increase.....	11,940	
Pork of all kinds, barrels.....	194,800	216,630

## SUMMER SEASON.

March 1 to November 1—	1902.	1901.
Number of hogs packed.....	12,146,965	15,071,480
Decrease.....	2,924,515	
Average live weight, lbs.....	223.11	219.48
Increase.....	3.63	
Average yield of lard, lbs.....	81.84	81.81
Decrease.....	.47	
Percentage yield of lard.....	14.05	14.13
Decrease.....	.08	
Cost of hogs, 100 lbs., alive.....	\$7.06	\$5.92
Increase.....	1.14	
Aggregate live weight, lbs.....	2,710,095,000	3,307,926,000
Decrease.....	597,831,000	
Green meats made, lbs.....	1,517,653,000	1,836,055,000
Decrease.....	318,402,000	
Lard made, lbs.....	380,718,000	479,493,000
Decrease.....	98,780,000	
Total meats and lard, lbs.....	1,898,366,000	2,315,548,000
Decrease.....	417,182,000	
Aggregate cost of hogs.....	\$191,416,000	\$195,827,000
Decrease.....	\$4,411,000	
Tierces of lard, 330 lbs.....	1,153,700	1,453,000
Decrease.....	299,300	
Mess pork made, barrels.....	4,800	33,225
Decrease.....	28,425	
Other pork, barrels.....	174,800	216,670
Decrease.....	42,370	
Pork of all kinds, barrels.....	179,100	249,895

## WINTER PACKING AT ST. LOUIS FOR THIRTY-ONE SEASONS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1902-1903.....	508,828	208.89 gross.	27.60	25.62
1901-1902.....	642,000	182.95 "	30.	5.95
1900-1901.....	667,000	210 "	33.	3.68
1899-1900.....	613,638	210 "	30.10	4.36
1898-99.....	729,096	208 "	32.25	3.40
1897-98.....	596,440	205 "	32.	3.54
1896-97.....	613,536	214.26 "	33.47	3.36
1895-96.....	667,697	234.73 "	32.02	3.65
1894-95.....	378,162	222.61 "	31.55	4.26
1893-94.....	355,094	234.39 "	32.62	3.29
1892-93.....	326,206	219.04 "	31.20	6.47
1891-92.....	363,483	234.36 "	31.34	4.03
1890-91.....	391,323	241.91 "	33.41	3.66
1889-90.....	348,810	241.48 "	33.16	3.60
1888-89.....	336,176	253.63 "	33.12	4.36
1887-88.....	309,730	233.05 "	30.21	5.14
1886-87.....	370,896	245.43 "	33.49	4.90
1885-86.....	369,130	257.21 "	34.29	3.74
1884-85.....	443,067	259.74 "	34.60	4.33
1883-84.....	363,322	249.70 "	32.45	6.29
1882-83.....	337,004	259.61 "	34.53	6.23
1881-82.....	316,579	253.97 "	35.13	6.21
1880-81.....	474,159	250.36 "	35.56	4.68
1879-80.....	677,793	256.18 "	36.08	4.65
1878-79.....	639,361	264 "	40.45	2.33
1877-78.....	509,543	270 "	36.30	3.56
1876-77.....	414,747	255 "	32.55	5.79
1875-76.....	339,395	266.47 "	36.56	7.17
1874-75.....	462,246	240 "	30.	7.60
1873-74.....	463,793	261.53 "	34.13	
1872-73.....	533,000	260 "	34.50	

## SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1902.....	943,194	207
1901.....	760,000	206
1900.....	1,043,877	190
1899.....	989,500	206
1898.....	694,298	207
1897.....	661,200	207.50
1896.....		212.77
1895.....		208.55
1894.....		220
1893.....		222.80
1892.....		218
1891.....		223
1890.....		218.74
1889.....		223.24
1888.....		223.14
1887.....		225
1886.....		245
1885.....		245
1884.....		249
1883.....		260.30
1882.....		235
1881.....		217.85
1880.....		235
1879.....		240
1878.....		260
1877.....		267

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1902-1903 .....	1,262,858 hogs.
" " 1901-1902 .....	1,725,407 "
" " 1900-1901.....	1,566,550 "
" " 1899-1900.....	1,507,951 "
" " 1898-99.....	1,580,286 "
" " 1897-98.....	1,238,810 "
" " 1896-97.....	1,089,583 "
" " 1895-96.....	887,877 "
" " 1894-95.....	869,458 "
" " 1893-94.....	578,878 "
" " 1892-93.....	530,634 "
" " 1891-92.....	664,188 "
" " 1890-91.....	648,100 "
" " 1889-90.....	739,602 "
" " 1888-89.....	692,457 "
" " 1887-88.....	688,881 "
" " 1886-87.....	721,914 "
" " 1885-86.....	613,134 "
" " 1884-85.....	711,901 "
" " 1883-84.....	607,122 "
" " 1882-83.....	532,180 "

WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1880-81.....	6,919,456	207.71	35.65	4.64
1881-82.....	5,747,760	210.16	36.44	6.06
1882-83.....	6,132,212	213.62	35.43	6.28
1883-84.....	5,402,064	201.15	33.25	5.18
1884-85.....	6,460,240	206.51	36.02	4.29
1885-86.....	6,298,995	258.98	35.22	8.66
1886-87.....	6,439,009	251.81	33.54	4.19
1887-88.....	5,931,181	242.80	31.06	5.04
1888-89.....	5,483,853	263.46	34.76	4.99
1889-90.....	6,663,902	250.92	36.87	3.66
1890-91.....	8,173,123	239.75	33.45	3.54
1891-92.....	7,761,216	247.64	34.64	3.91
1892-93.....	4,663,520	227.73	31.66	6.54
1893-94.....	4,834,052	243.90	36.07	5.26
1894-95.....	7,191,520	232.73	33.62	4.23
1895-96.....	6,815,800	240.71	35.53	3.68
1896-97.....	6,949,090	244.80	36.94	3.80
1897-98.....	8,440,785	235.85	34.73	3.53
1898-99.....	9,720,145	232.65	35.53	3.52
1899-1900.....	8,675,878	235.67	35.97	4.29
1900-1901.....	9,277,750	230.81	34.16	5.02
1901-1902.....	10,340,196	206.88	31.30	5.97
1902-1903.....	8,458,606	224.05	31.92	6.44

## SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gross wt.	Av. Yield Lard.
1885	4,964,672	224.58	29.64
1886	4,844,008	226.98	29.91
1887	5,611,526	227.90	30.98
1888	5,815,122	221.86	31.25
1889	5,861,561	225.22	30.94
1890	5,540,006	226.47	30.90
1891	5,696,398	221.76	31.30
1892	7,757,119	222.49	31.33
1893	6,731,009	240.41	34.04
1894	8,312,125	229.98	33.08
1895	8,194,686	226.53	32.19
1896	9,979,868	240.76	40.61
1897	11,760,475	239.13	36.41
1898	12,961,550	231.26	33.24
1899	12,542,948	231.46	35.06
1900	14,322,924	228.74	34.12
1901	15,071,490	219.49	31.91
1902	12,146,965	228.11	31.34
1903 estimated	12,900,000		

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE  
12 MONTHS ENDING MARCH 1.

## PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, Erie, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

## EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1903,

As reported by Mr. O. P. Austin, Chief of Bureau of Statistics, Washington, D. C.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF, Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or Pickled, or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Fickled, Pounds.	LARD, Pounds.
Baltimore	2,117,101	3,038,600	3,215,236	3,565,964	11,488,111	3,738,413	7,160,026	84,720,126
Boston and Charlestown	1,126,757	101,626,251	5,054,003	7,684,696	21,561,603	70,565,513	48,866,119	68,468,354
Newport News	511,105	.....	73,000	889,831	.....	200	151,342	8,378,851
New York	47,942,637	172,043,116	30,523,179	34,591,302	146,170,358	68,284,161	33,252,746	238,345,272
Norfolk and Portsmouth	374,400	.....	.....	.....	.....	.....	.....	2,184,161
.....	4,988,004	10,438,600	3,244,517	7,961,208	8,091,305	2,457,835	879,011	46,072,496
.....	2,324,052	5,344,865	524,165	496,992	10,526,079	35,215,653	737,063	13,642,372
.....	184,326	.....	27,000	409,335	.....	.....	.....	2,048,808
.....	51,047	.....	53,467	.....	8,822	2,486,244	2,757,500	3,069,957
.....	8,378,107	68,027	648,243	4,137,342	386,264	967,760	1,624,196	5,657,084
.....	264,680	308,063	103,910	1,236	740,552	653,985	149,820	386,995
Puget Sound	527,234	29,781	415,050	8,129,706	278,811	446,921	720,366	649,719
.....	9,889,637	108,017	4,776,014	518,171	11,231,453	17,282,961	7,977,802	12,321,351
.....	609,834	441,553	498,731	72,137	8,326,969	9,406,686	24,613,636	9,223,511
Total Exports, 1903.	68,738,931	296,401,948	58,154,546	68,537,840	213,519,617	205,494,949	127,982,778	535,375,757
" " 1902.	61,862,981	243,015,003	47,198,987	21,385,465	270,141,141	224,982,889	129,482,963	504,180,555
" " 1901.	58,269,583	304,421,781	52,528,512	51,848,809	447,620,337	230,456,004	168,212,115	607,268,176
" " 1900.	51,915,745	326,856,576	56,351,147	92,555,436	469,924,828	198,328,046	166,491,822	609,473,572
" " 1899.	49,293,213	322,636,630	46,065,647	97,084,411	558,005,238	216,646,559	171,615,148	680,068,639
" " 1898.	37,906,682	267,456,906	48,724,766	106,819,190	619,668,235	230,011,750	147,231,864	736,636,313
" " 1897.	42,804,831	279,832,600	43,854,117	55,609,086	578,052,822	171,956,633	72,949,569	623,260,611
" " 1896.	61,163,927	323,925,463	55,898,298	85,449,086	486,869,680	166,912,652	63,836,513	526,320,208
" " 1895.	61,463,112	184,858,114	65,092,732	24,377,117	455,530,851	110,360,526	70,129,941	517,888,756
" " 1894.	69,524,794	204,814,900	66,300,094	34,576,587	440,544,068	95,945,141	63,875,407	479,708,309
" " 1893.	68,710,529	173,897,458	64,207,218	62,233,539	247,636,620	81,775,513	50,594,673	341,834,808
" " 1892.	90,112,775	263,968,269	70,260,653	87,022,514	623,466,670	82,236,622	78,126,263	463,910,035

WEEKLY PRICES OF PROVISIONS FOR 1903.

DATE.		PORK.	LARD.	D. S. CLEAR RIB.	BACON. CLEAR RIB.
		Mess.	PrimeSteam.	Bulk.	Packed.
		Per Barrel.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.
January	8.....	\$17.75	\$9.77½	\$ 8.87½	\$10.25
	10.....	17.60	9.55	8.75	9.75
	17.....	17.65	9.55	9.00	10.00
	24.....	17.90	9.70	9.12½	10.12½
	31.....	16.60	9.40	9.12½	10.12½
February	7.....	17.10	9.80	9.12½	10.12½
	14.....	17.35	9.45	9.87½	10.37½
	21.....	17.70	9.42½	9.62½	10.50
	28.....	18.00	9.45	9.87½	10.75
	7.....	18.85	9.80	10.00	10.87½
March	14.....	18.12½	9.77½	10.00	10.87½
	21.....	18.10	9.65	10.12½	11.00
	28.....	18.05	9.80	10.12½	11.00
	4.....	17.50	9.52½	10.00	11.00
	11.....	17.62½	9.57½	10.12½	11.12½
April	18.....	18.20	9.80	10.12½	11.12½
	25.....	18.82½	9.87½	10.00	11.00
	2.....	17.50	8.90	9.75	10.75
	9.....	17.70	8.70	9.62½	10.62½
	16.....	17.67½	8.60	9.62½	10.62½
May	23.....	17.90	8.75	9.62½	10.62½
	30.....	17.65	8.42½	9.62½	10.62½
	6.....	17.80	8.42½	9.25	10.25
	13.....	17.42½	8.40	9.25	10.25
	20.....	17.27½	8.40	9.25	10.25
June	27.....	15.57½	7.80	8.62½	9.50
	4.....	16.00	7.80	8.87½	9.75
	11.....	14.90	7.25	8.75	9.62½
	18.....	14.80	7.80	8.50	9.25
	25.....	14.20	6.90	8.25	9.00
July	1.....	14.10	7.00	8.25	8.87½
	8.....	18.72½	7.10	8.00	8.62½
	15.....	18.40	7.05	8.00	8.87½
	22.....	18.27½	7.80	8.12½	9.00
	29.....	12.90	7.52½	8.12½	9.00
August	5.....	18.10	7.80	8.25	9.25
	12.....	18.90	8.27½	8.62½	9.87½
	19.....	18.65	8.15	8.75	9.75
	26.....	12.65	7.52½	9.00	10.00
	3.....	11.90	7.55	9.00	10.00
September	10.....	11.70	6.57½	8.75	9.50
	17.....	11.95	6.42½	8.62½	9.37½
	24.....	11.95	6.45	8.00	8.75
	31.....	12.00	6.52½	8.00	8.75
	7.....	11.80	6.65	8.00	8.75
October	14.....	11.90	6.85	7.75	8.50
	21.....	11.80	6.62½	7.62½	8.87½
	28.....	11.25	6.82½	7.00	8.00
	5.....	11.80	6.85	7.00	8.00
	12.....	11.90	6.42½	6.75	7.50
November	19.....	11.95	6.87½	6.75	7.50
	26.....	12.47½	6.55	6.75	7.50
December					

## LIVE STOCK.

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By E. S. MCINTYRE, Assistant Editor of the Daily National Live Stock Reporter.

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The St. Louis live stock market has passed another highly successful year. Receipts made gains in every department. The cattle record was larger than ever before, the arrivals amounting to 1,209,121 head. Hogs made the magnificent gain of 291,478 head, sheep a gain of 25,393 head and horses and mules a gain of 15,014 head. The total of all classes of live stock received was the greatest in the history of the market, being 3,698,541 head, as compared with 3,339,163 in 1902.

The demand for all classes of live stock on the St. Louis market was largely increased during 1903. The actual operation of a new plant was begun in June and with this additional packing plant working to its full capacity the local outlet was increased 25 per cent.

This, however, was only one source of the increase in capacity. Another was a large expansion in the local butcher demand. During the year new hands took charge of several St. Louis slaughtering establishments and have increased their business considerably, so much so that they are more forceful factors in the general market than ever before. All along the line the local butcher demand, which is the best of any market in the country, has shown growth and increase in strength, and the competition which it has given large local houses has been the means of bringing much stronger prices to live stock shippers. Yet another feature of the demand which has shown development is the order demand from other sources, particularly in the cattle department. Many new order buyers have been added to the former force during the year, and the scope of this demand is greater and wider than ever before. The market has experienced a most remarkable growth of facilities in the last two years and the future outlook is very bright.

### NATIVE CATTLE.

The native cattle trade at St. Louis during 1903 was a most remarkable one from many standpoints, but especially for the number received, the receipts showing an increase of nearly 150,000 head, of which increase the grand old State of Missouri furnished 110,000 head. The total receipts from Missouri amounting to about 325,000.

The year was also remarkable for the heavy losses which values sustained by comparison with the year prior, and it will go on record



as having been a most extraordinary one in this regard. It was an unprofitable if not a disastrous year for cattle feeders, for by the suddenness of the declines and the pressure brought to bear upon them by banks, a great many were forced to market their cattle before they were ripe. The average loss in prices during the year is estimated at \$2.00 to \$3.00 per cwt., compared with 1902, but still on a high basis compared with competing markets. The trade in stocker and feeding cattle was naturally affected by the depression in the general market and the accompanying lack of confidence in the future. This branch of the business, however, is gaining prestige steadily as is attested by the increased number of traders doing business on the market and in the wider territory from which the market is drawing its support. One new development during the year which will have a beneficial effect on the market in the future, was the establishment of a cotton-seed oil mill adjacent to the market with facilities for feeding at least a thousand head at all times.

#### SOUTHERN CATTLE.

No records were broken in Southern receipts, although on several occasions they were dangerously near the high points. The largest month was September, when the receipts amounted to 97,669 head. The largest week's receipts was 27,785 head, and the largest one day's total was 10,385 head on August 17th. Although the year showed a decrease in Southern cattle receipts, other principal centers likewise showed decreases in this department, and St. Louis still manifested her supremacy as a quarantine cattle market. The three principal markets combined received a total of close to 40,000 cars. Of the total St. Louis received over 23,000 cars, or nearly 60 per cent.

Prices of quarantine cattle ruled lower during the year in unison with the decline on native cattle. Compared with the opening of the year the market closed the year with values about 50c per cwt. lower, while as contrasted with the highest period, which was during the spring and early summer months, the loss amounted to between 75c and \$1.00. Compared with the extreme high time during 1902, when straight corn-fed Texas cattle brought \$8.00 and the bulk of sales of fed Texans were ranging around \$6.00@7.00, there is a loss of \$2.00@3.00 per cwt.

#### HOGS.

Like other branches of the trade, the receipts of hogs during the year 1903 show an increase over 1902, the total number received being 291,478 more than the preceding year, but less than any other year since 1895, showing that while the territory tributary to this market is recovering from the drought of 1901, farmers and stock raisers have not yet been able to get fully restocked and produce as many hogs as prior to that time.

The market at all times throughout the year has been in a good, healthy, active condition, and average prices realized by the shippers were much higher than those paid at competing points for all classes, but especially for good, nice, smooth, solid corn-fed butcher grades, it being a well-established fact that at this market there are more independent city butchers than at any other Western market, making the competition for his class much keener than elsewhere. The general demand has grown recently, and is now much larger than ever before. The local packing houses, which have been in operation in former years, wanted more hogs than ever, and the opening of the new plant increased the demand at least 20 per cent. Eastern order buyers also operated freely, and seldom got more than half as many as were needed to fill their demand.

The year opened with the best hogs selling from \$6.75@7.00, and prices gradually advanced until \$7.75 was reached, during the last week in March, when a reaction set in; and before the middle of May the market was again down to about the same basis as at the beginning of the year. The decline could not be checked, and values continued downward each week until, by the middle of August, the best hogs were selling less than \$6.00 per hundred pounds. At this time a stronger tendency developed, and an advance of about 25c was had during September, which, however, was quickly lost, and the market gradually declined throughout the rest of the year, the top frequently being less than \$4.50, leaving the prices at the end of the year around \$2.50 per cwt. lower than at the opening, but still on a high basis compared with other markets.

To keep pace with the growing demand the receipts will have to increase rapidly during the coming year, and it is hoped and expected that before the close of 1904 the St. Louis market will have received more than 2,500,000 hogs.

### SHEEP.

The year 1903 was a notable one in the sheep department, receipts, as in all branches of the trade, showing an increase over 1902. Not only were the arrivals larger than the preceding year, but the largest since the market was established with the exception of two years 1896, when 632,872 head were received, and in 1897, when the arrivals amounted to 660,380, the high record for this market.

Although the receipts for the year just closed show an increase over recent years, this increase has not been anywhere near in keeping with the demand. Not only have city butchers and local packers wanted increased supplies over former years, but the opening of a new mammoth plant has increased the demand fully one-fourth, and this fact has caused values during the past six months to be a much stronger basis for all good lambs and mutton sheep compared with other Western markets. One striking evidence of this was that slaughterers were

frequently compelled to make purchases at other points and ship them in to fill urgent orders. Outside slaughterers, though they tried time and again to make purchases, were unable to do so on account of the strong competition existing among local buyers, and it has long ago been a thing of the past for sellers to be dissatisfied with prices offered and forward their sheep elsewhere to be sold.

The stocker and feeder trade has also been in a flourishing condition so far as was possible with the small number received. At all times buyers have been on hand who absorbed all good, young, thin sheep to take to the country, and they would have purchased five or six times as many more had they been available.

The future prospects are brighter for this branch of the trade than ever before, and with the receipts properly distributed 1,000,000 sheep can be handled easily and to the advantage of all concerned. In fact, this number will be absolutely needed to meet the enlarged demand which has been occasioned by expanded facilities and the growing popularity of the market.

#### HORSES AND MULES.

The year 1903 was truly a satisfactory one in the horse trade. It was not only satisfactory but remarkable by reason of the fact that the receipts were larger. The showing is all the more remarkable when other markets showed decreases. The gain therefore can only be attributed to the increasing popularity of the market.

So far as prices during the year were concerned, they were on a higher basis. First during the combined season of Southern and Eastern demand it was on both classes. Later, when the Southern trade subsided the values on Southern horses remained stationary, while values on big horses kept advancing. The spring and summer market witnessed the highest prices which have been paid for drafters and chunks in a period of twelve years.

Along toward the middle of September the Eastern trade began to weaken, and by the first of October a big decline had taken place on heavy horses. This loss amounted to from \$20@30 per head, and continued in force to the close of the year.

The trade in mules was also very satisfactory, though there was no special demand, such as prevailed for war mules in recent years. The cotton mule demand was heavy during the early months, and during the summer months the Eastern demand was good. Values on mules were exceptionally high, for the firm position of the market was maintained at all seasons, and the gradual upward inclination brought about an advance over last year of \$5 to \$10 per head. The year closed with cotton mules selling higher than ever before on this market, for notwithstanding the high prices they had previously brought the excitement in the cotton market and the high prices prevailing for that staple stimulated the demand so that the high range of prices of 1902 were not only maintained but advanced.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES  
FOR THIRTY-FOUR YEARS.**

YEAR.	SHIPMENTS.			
	Cattle.	Sheep.	Hogs.	Horses & Mules
1908.....	889,498	68,979	26 00	117,186
1907.....	842,191	74,241	16 94	99,425
1906.....	252,749	77,476	40 24	119,086
1905.....	207,998	65,199	51 61	147,468
1904.....	224,177	97,722	57 67	108,772
1903.....	254,619	127,184	57 51	117,608
1902.....	367,664	219,759	83 19	97,548
1901.....	350,087	254,602	88 42	121,902
1900.....	974,788	119,798	60 19	81,926
1899.....	281,260	90,526	64 69	67,564
1898.....	478,966	231,476	57 46	56,981
1897.....	465,828	248,085	71 69	49,077
1896.....	464,794	277,896	70 78	66,991
1895.....	361,706	261,728	66 71	79,026
1894.....	267,879	256,875	42 10	65,899
1893.....	336,206	316,676	26 69	61,192
1892.....	277,406	267,018	35 35	59,228
1891.....	212,956	202,728	59 59	39,796
1890.....	282,249	282,391	78 57	25,610
1889.....	81 83	248,645	67 74	39,544
1888.....	24 23	217,370	60 68	44,542
1887.....	15 86	245,071	26 64	46,255
1886.....	26 62	170,396	38 46	48,794
1885.....	25 79	98,522	77 69	44,416
1884.....	22 55	83,068	62 69	26,947
1883.....	24 23	74,438	58 57	30,897
1882.....	22 66	87,689	51 57	26,157
1881.....	22 30	67,896	26 78	26,301
1880.....	21 01	87,764	12 29	26,675
1879.....	22 78	85,577	45 10	30,202
1878.....	16 62	18,992	22 73	.....
1877.....	16 70	26,540	16 00	.....
1876.....	12 18	87,485	11 13	.....
1875.....	12 48	11,042	1 56	.....

## RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1903.

ROUTE.	RECEIPTS.				SHIPMENTS.			
	Cattle, Head.	Hogs, Head.	Sheep, Head.	Horses & Mules, Head.	Cattle, Head.	Hogs, Head.	Sheep, Head.	Horses & Mules, Head.
.....	87,696	80,579	26,187	5,818	8,216	1,807	872	128
.....	161,575	204,735	42,841	14,082	5,448	467	1,900	780
.....	317,627	207,246	124,044	7,766	1,122	90	184	1,061
.....	77,885	232,449	52,740	21,108	6,982	5,866	6,742	1,088
.....	4,148	23,886	8,964	269	106	1	1	242
.....	268,428	116,550	88,724	4,066	2,245	1,429	656	847
.....	4,462	16,904	1,266	79	45	8	.....	94
R.E.....	85,077	67,807	21,614	2,489	1,861	60	970	6,117
.....	152	289	28	18	50	.....	.....	21
.....	28,385	122,680	51,052	9,484	7,181	3,115	3,896	17,870
.....	.....	.....	101	.....	.....	.....	.....	5
.....	11,626	64,454	24,425	4,311	10,162	586	3,896	84,594
.....	11,708	44,456	11,426	667	2,846	2,564	2,419	6,402
.....	5,183	9,411	10,889	456	7,013	8,831	2,201	1,188
.....	4,269	21,858	9,427	1,498	26,566	51,061	3,181	6,781
.....	8,501	89,784	18,826	2,303	74,828	8,516	16,764	6,534
.....	2,446	20,801	8,280	1,575	31,728	26,440	3,496	6,552
.....	4,664	18,502	7,268	2,099	46,956	89,154	1,009	17,991
.....	8,101	28,004	4,477	2,161	86,804	7,480	26,494	2,185
.....	2,265	12,860	4,924	496	18,542	52,094	1,807	2,261
.....	9,228	44,601	6,924	1,676	18,487	1,608	2,858	661
.....	6,652	64,868	9,970	7,778	6,909	9,896	1,887	1,294
R.....	81,179	169,020	59,756	67,261	2,229	2,695	1,596	718
.....	8,542	17,626	4,861	1,281	1,086	845	802	767
.....	12,041	62,856	13,926	1,086	1,264	126	266	2,667
.....	2,283	19,068	4,044	148	1,269	19	24	261
.....	196	1,571	364	18	22	.....	.....	87
.....	124	8,268	166	6	.....	.....	.....	241
.....	21,272	15,636	4,484	13,262	.....	.....	.....	.....
Driven.....	.....	.....	525,686	187,711	589,498	267,900	58,978	117,185
Total.....	1,208,121	1,786,878	.....	.....	.....	.....	.....	.....

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL  
STOCK YARDS FOR THE YEAR 1903.**

				<b>Shipments.</b>			
				<b>Cattle.</b>	<b>Hogs.</b>	<b>Sheep.</b>	<b>Horses and Mules.</b>
782					11,847	1,911	18,618
851					18,444	642	12,858
162					24,117	961	11,881
161					20,840	7,347	8,618
358					19,788	18,228	5,621
365					29,089	14,186	2,884
176					82,978	11,127	5,414
181					80,218	12,899	7,878
108					28,721	4,152	10,687
115					20,962	4,511	11,140
189					5,885	1,944	7,852
178					6,868	4,257	10,889
				<b>116</b>	<b>248,647</b>	<b>78,610</b>	<b>107,883</b>

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT UNION STOCK YARDS  
FOR THE YEAR 1903.**

1903. Month.	Receipts.				Shipments			
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	Sheep.	Horses and Mules.
January.....	2,878	17,285	9	291	492	514	248	401
February.....	2,889	18,768	8	536	896	788	163	271
March.....	8,640	22,580	1	215	454	2,978	169	165
April.....	4,161	23,819	9	108	679	2,272	864	186
May.....	4,476	24,022	2	125	474	1,886	162	89
June.....	4,544	24,538	8	117	512	1,764	190	184
July.....	4,188	21,182	8	208	878	1,594	188	165
August.....	8,908	19,977	8	124	581	761	507	70
September.....	4,978	22,838	1	252	479	2,412	175	290
October.....	4,596	23,691	5	285	419	2,567	265	128
November.....	4,522	22,789	2	91	722	1,621	225	96
December.....	4,556	24,934	8	201	689	1,076	495	361
Totals.....	48,722	265,427	50,678	2,296	6,124	20,878	8,140	2,523

## WEEKLY PRICES OF LIVE STOCK FOR 1903.

From Daily National Live Stock Reporter.

Week Ending.	CATTLE.		HOGS.		SHEEP.	
	Best Native Steers.	Best Texas Steers.	Top.	Bulk.	Best Lambs.	Best Sheep.
January 8.....	\$5 25	\$4 40	\$6 90	6 35@6 75	\$ 5 50	\$4 50
10.....	5 75	4 60	6 90	6 15 6 75	5 75	4 75
17.....	5 40	4 45	6 85	6 40 6 72½	6 25	4 80
24.....	5 10	4 60	6 90	6 35 6 80	6 25	4 85
31.....	5 25	4 50	7 00	6 65 6 95	6 40	5 00
February 7.....	5 25	4 55	7 05	6 60 7 00	6 55	5 25
14.....	5 10	4 35	7 12½	6 65 6 95	6 55	5 25
21.....	5 10	4 40	7 50	6 70 7 30	7 00	5 25
28.....	5 25	4 65	7 40	6 75 7 20	7 00	5 25
March 7.....	5 25	5 00	7 60	6 95 7 45	7 00	5 50
14.....	5 10	4 50	7 65	7 20 7 57½	7 35	5 80
21.....	5 20	4 45	7 55	7 00 7 45	7 35	5 80
28.....	5 40	4 35	7 75	7 15 7 60	7 40	6 15
April 4.....	5 10	4 50	7 60	7 05 7 35	7 60	6 25
11.....	5 25	4 75	7 50	7 05 7 35	7 50	6 25
18.....	5 60	5 00	7 55	6 50 7 40	7 40	6 00
25.....	5 40	4 95	7 40	6 90 7 25	7 00	6 00
May 2.....	5 50	5 00	7 20	6 75 7 05	6 25	5 00
9.....	5 35	4 80	7 00	6 55 6 90	7 00	5 00
16.....	5 80	4 55	6 70	6 30 6 67½	7 00	5 25
23.....	5 25	4 65	6 55	6 05 6 42½	6 50	4 75
30.....	5 00	4 35	6 80	5 80 6 15	6 25	4 50
June 6.....	5 25	4 90	6 25	5 60 6 20	6 25	4 75
13.....	*	*	*	*	*	*
20.....	5 10	4 25	6 15	5 90 6 10	6 50	4 50
27.....	5 20	4 80	6 05	5 55 5 95	6 50	4 60
July 4.....	5 20	4 50	6 10	5 60 5 95	6 00	4 25
11.....	5 15	4 50	6 05	5 55 5 95	6 50	4 75
18.....	5 20	4 25	5 80	5 30 5 67½	6 00	3 90
25.....	5 35	4 40	6 05	5 45 5 75	5 75	3 75
August 1.....	5 25	4 40	6 00	5 20 5 60	5 60	3 75
8.....	5 25	4 40	5 95	5 30 5 65	5 90	3 85
15.....	5 80	4 05	5 95	5 30 5 75	6 00	3 75
22.....	5 25	3 75	6 10	5 30 5 75	5 90	3 85
29.....	5 55	4 80	6 20	5 50 5 90	5 50	3 50
September 5.....	5 60	4 90	6 20	5 55 6 05	5 75	3 75
12.....	5 65	4 10	6 25	5 60 6 00	5 50	3 65
19.....	5 70	4 20	6 25	5 75 6 20	5 75	3 90
26.....	5 65	4 15	6 35	5 85 6 20	6 10	4 00
October 3.....	5 55	4 05	6 25	6 10 6 25	5 70	4 00
10.....	5 50	3 55	6 25	5 75 6 20	5 75	4 00
17.....	5 50	3 75	6 07½	5 40 6 17½	5 50	3 85
24.....	5 40	3 95	5 70	5 40 5 95	5 40	3 75
31.....	5 50	3 50	5 72½	5 30 5 65	5 50	3 65
November 7.....	5 80	3 50	5 25	4 90 5 50	5 50	3 65
14.....	5 40	3 75	5 20	4 90 5 17½	5 65	3 65
21.....	5 15	3 80	4 85	4 70 5 15	5 40	3 60
28.....	5 15	3 70	4 50	4 50 4 75	5 50	3 60
December 5.....	5 20	3 95	4 75	4 20 4 45	5 50	3 75
12.....	5 35	3 60	4 75	4 40 4 70	5 35	3 85
19.....	5 10	3 65	4 75	4 45 4 70	5 60	3 75
26.....	6 00	3 90	4 82½	4 30 4 70	5 50	3 65
31.....	5 80	4 20	4 87½	4 60 4 85	5 75	3 85

\* Highwater, no market.

## TOBACCO.

### LEAF.

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts, Hhds.	Receipts, Pkgs.	Shipments, Hhds.
1908 . . . . .	51,402	11,679	1,509
1902 . . . . .	56,584	11,027	1,944
1901 . . . . .	62,127	9,698	1,775
1900 . . . . .	44,914	13,927	2,496
1899 . . . . .	66,802	11,536	3,654
1898 . . . . .	48,618	11,864	2,580
1897 . . . . .	53,860	9,052	7,709

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff, cigars and cigarettes. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

### MANUFACTURED.

St. Louis maintains its position as the place where more tobacco is manufactured annually than any other place in the world. The total amount manufactured in 1903 in the first Missouri district, of which nearly the entire amount is the output of St. Louis factories, was 80,875,428 pounds, against 82,593,541 pounds in 1902 and 82,010,863 pounds in 1901, and, if snuff is included, the amount would be 80,886,024 pounds. In addition to the amount manufactured in St. Louis, there was received 15,425,260 pounds from other points, making the total business of the year 96,285,284 pounds. Shipments were 99,708,650 pounds.

The output of cigars was 62,193,000. The total number of cigars sold in this market during the year is placed at 275,000,000. The value of tobacco and cigars manufactured was fully \$45,000,000.

The Commissioner of Internal Revenue reports the total amount of tobacco manufactured in the United States in 1902 as 847,615,472 pounds, of which the first Missouri district produced 83,824,193 pounds, equal to nearly 24%.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1902,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.



FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

YEAR.		Tobacco manu- factured. Lbs.	Am't tax paid.
Fiscal,	1873 .....	5,441,873	\$1,694,600 03
"	1874 .....	4,794,985	1,154,651 52
"	1875 .....	6,324,408	1,317,553 26
"	1876 .....	4,928,147	1,185,712 98
Calendar,	1877 .....	5,484,431	1,319,036 16
"	1878 .....	5,990,801	1,446,716 84
"	1879 .....	8,670,466	1,477,899 00
"	1880 .....	12,889,784	2,063,549 45
"	1881 .....	17,234,869	2,751,317 00
"	1882 .....	17,170,190	2,728,525 82
"	1883 .....	23,335,729	2,219,433 19
"	1884 .....	22,631,104	1,818,562 27
"	1885 .....	23,517,401	2,235,028 06
"	1886 .....	22,443,906	2,484,204 41
"	1887 .....	40,284,675	3,222,774 00
"	1888 .....	40,009,305	3,200,744 26
"	1889 .....	44,964,667	3,597,172 29
"	1890 .....	51,792,102	4,143,368 21
"	1891 .....	50,394,436	3,032,066 34
"	1892 .....	57,677,351	3,460,641 00
"	1893 .....	50,465,947	3,027,988 87
"	1894 .....	57,097,445	3,425,846 73
"	1895 .....	57,447,310	3,443,578 80
"	1896 .....	53,134,513	3,183,070 78
"	1897 .....	62,588,229	3,755,298 74
"	1898 .....	64,398,621	5,633,743 86
"	1899 .....	66,873,197	8,060,788 62
"	1900 .....	79,294,909	9,515,895 13
"	1901 .....	82,010,863	8,895,848 32
"	1902 .....	82,598,541	6,486,203 24
"	1903 .....	80,875,428	4,852,525 71

The manufactures of the past five years can be classified as follows:

	1903. Pounds.	1902. Pounds.	1901. Pounds.	1900. Pounds.	1899. Pounds.
Plug Chewing Tobacco . . .	75,900,745	77,859,941	76,295,712	73,525,555	60,882,299
Fine Cut.....		12,756	31,370	73,015	193,435
Smoking.....	5,014,693	5,221,844	5,683,781	5,696,389	5,937,524
Snuff.....	10,596	10,424	14,508	14,901	16,686
Total.....	80,886,024	82,608,965	82,025,371	97,309,860	66,689,895

## CIGARS MANUFACTURED IN ST. LOUIS.

YEAR.		Manufact'd.	Amount of tax paid.
Fiscal,	1874		\$ 176,808 45
"	1875		180,863 89
"	1876		191,051 26
Six mon's	1877		106,520 20
Calendar	1878		212,868 09
"	1879		210,262 28
"	1880		230,397 45
"	1881		251,207 50
"	1882		245,205 59
"	1883		105,674 84
"	1884		121,094 40
"	1885		121,510 57
"	1886		120,759 09
"	1887		140,198 98
"	1888		141,832 14
"	1889		128,857 05
"	1890		.....
"	1891		120,826 95
"	1892		170,953 13
"	1893		161,316 47
"	1894		154,306 59
"	1895		147,221 08
"	1896		141,578 45
"	1897		136,847 29
"	1898		156,691 01
"	1899		176,808 96
"	1900		200,418 17
"	1901		152,872 00
"	1902		160,488 79
"	1903		186,579 14

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR  
SIX YEARS.

	1903.	1902.	1901.	1900.	1899.	1898.
Tobacco.....lbs.	80,875,428	81,764,389	80,768,888	78,170,850	84,530,057	61,255,259
Cigars M.....	62,199	48,181	46,325	48,548	41,167	30,864
Cigarettes M.....	640	5,514	11,500	87,816	89,909	808,962
Snuff.....lbs.	10,596	10,424	14,500	14,901	16,689	20,072

## LUMBER.

By L. M. BORGESS, Secretary Lumbermen's Exchange of St. Louis.

The lumber business of this city for the year 1903 has been most aggressively prosperous. The principal reasons for this marked condition are two-fold. During the past year many lumber manufacturers who in former years operated in the Northern States had transferred their interests to the South, and naturally marketed their products through St. Louis. In addition to this the St. Louis lumbermen greatly increased their direct shipments from points of manufacture to that of consumption. While both these causes enumerated vastly increased the volume of business done by St. Louis firms, such business does not show nor is it considered in the following tabulated record of receipts and shipments for St. Louis. The receipts for the three years over each railroad were as follows:

NAME OF ROAD.	Cars. 1903.	Cars. 1902.	Cars. 1901.
Chicago & Alton, (Mo. Div.).....	12	116	62
Missouri Pacific .....	5,408	8,552	2,638
Frisco System.....	4,625	1,734	924
Wabash (West).....	264	212	574
St. Louis, Kansas City & Colorado. ....	58	26	9
Missouri, Kansas & Texas.....	678	811	187
St. Louis, Southwestern.....	9,246	10,933	7,785
St. Louis Iron Mountain & Southern.....	59,985	65,199	58,414
Illinois Central.....	18,197	16,706	13,245
Louisville, Henderson & St. Louis.....	65	75	52
Louisville & Nashville.....	1,944	2,800	2,020
Mobile & Ohio.....	23,272	24,574	18,924
Southern Ry.....	687	776	1,088
Baltimore & Ohio Southwestern.....	2	20	106
Chicago & Alton.....	326	620	883
Cleveland, Cincinnati, Chicago & St. Louis.....	26	79	159
Vandalia.....	204	152	225
Wabash (East).....	1,072	1,284	1,294
Toledo, St. Louis & Western .....	508	859	124
Chicago, Peoria & St. Louis.....	669	1,021	1,154
Chicago, Burlington & Quincy... ..	868	403	501
St. Louis, Keokuk & Northwestern.....	1,338	1,119	2,050
St. Louis Valley Ry .....	1,953	5	.....
<b>TOTAL.....</b>	<b>125,847</b>	<b>181,576</b>	<b>111,897</b>

In addition to this rail movement of lumber the report of the harbor master shows the following receipts by river:

	1903.	1902.	1901.
Lumber .....	33,083,600	51,957,800	62,002,966
Shingles, pieces .....	3,271,400	6,455,000	11,198,250
Lath, pieces .....	428,800	7,067,000	12,385,550
Pickets, pieces .....	.....	216,000	147,960
Logs, superficial feet...	4,426,000	1,561,830	9,331,800

To reduce this amount of lumber to feet is a problem which cannot be solved with any degree of accuracy. For this reason the same basis of 12,000 feet to the car is taken. This gives the following as the total receipts of the St. Louis market:

	Feet—1903.	Feet—1902.
By Rail .....	1,510,164,000	1,578,912,000
By River.....	33,083,600	551,957,800
Logs by River .....	4,426,000	15,618,300
Total .....	1,547,673,600	1,646,488,100

The shipments for the three years over each of the railroads were as follows:

NAME OF ROAD.	Cars. 1903.	Cars. 1902.	Cars. 1901.
Chicago & Alton (Mo. Div.) .....	826	872	866
Missouri Pacific .....	12,892	12,506	14,199
Frisco System.....	2,347	786	478
Wabash (West).....	4,054	5,007	4,808
St. Louis, Kansas City & Colorado.....	831	633	621
Missouri, Kansas & Texas.....	987	1,175	1,129
St. Louis Southwestern .....	1	25	7
St. Louis, Iron Mountain & Southern.....	267	208	226
Illinois Central.....	2,884	1,933	1,879
Louisville, Henderson & St. Louis.....	46	24	14
Louisville & Nashville .....	180	83	101
Mobile & Ohio .....	46	68	10
Southern Ry.....	606	971	881
Baltimore & Ohio Southwestern .....	1,581	1,887	1,405
Cleveland, Cincinnati, Chicago & St. Louis.....	8,716	8,052	2,657
Chicago & Alton .....	8,804	4,554	4,007
Vandalia.....	6,163	6,890	5,946
Wabash (East) .....	17,746	12,018	12,899
Toledo, St. Louis & Western. . . . .	2,588	4,072	3,047
Chicago, Peoria & St. Louis .....	9,755	4,051	8,757
Chicago, Burlington & Quincy .....	8,852	4,897	4,562
St. Louis, Keokuk & Northwestern.....	8,409	7,954	5,296
St. Louis Valley Ry.....	96	21	.....
TOTAL .....	81,572	71,727	68,289

On a basis of 12,000 feet to the car this gives the following as the total shipments:

	Feet—1903.	Feet—1902.
By rail .....	978,864,000	860,724,000
By river.....	1,836,000	2,086,000
Totals .....	980,700,000	862,810,000

This shows a gain in shipments over the preceding year of 115,890,000 ft. which proves conclusively that the past year was the most prosperous year St. Louis lumbermen have ever known as to both local and country business.

## BAGGING AND COTTON TIES.

Another short cotton crop has caused a smaller business in bagging and ties for 1903 as compared with 1902.

Local manufacturers report a decrease in the amount of bagging manufactured and an increase in the amount on hand at close of the year as compared with previous year.

### RECEIPTS OF JUTE FOR SIX YEARS

RECEIPTS.	1903.	1902.	1901.	1900.	1899.	1898.
Jute, bales.....	68,328	76,510	51,883	87,313	42,306	28,853

### SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1903.	1902.	1901.	1900.	1899.	1898.	1897.	1896.	1895.
Bagging, pcs.....	155,982	261,320	331,113	212,619	256,312	273,661	305,870	181,811	229,071

### BAGGING MANUFACTURED.

1903.....	10,400,000 yards.
1902.....	11,000,000 "
1901.....	12,500,000 "
1900.....	9,975,655 "
1899.....	12,273,500 "
1898.....	12,500,000 "
1897.....	9,000,000 "
1896.....	8,000,000 "
1895.....	11,700,000 "
1894.....	13,000,000 "
1893.....	12,000,000 "

### STOCKS OF BAGGING ON HAND.

Dec. 31st, 1903.....	6,000,000 yards.
" 1902.....	4,000,000 "
" 1901.....	2,500,000 "
" 1900.....	8,781,245 "
" 1899.....	5,181,200 "
" 1898.....	721,600 "
" 1897.....	200,000 "
" 1896.....	1,000,000 "
" 1895.....	1,200,000 "
" 1894.....	1,000,000 "
" 1893.....	200,000 "

### RECEIPTS BAGGING.

	Pieces.	Yards.
1903.....	1,775	.....
1902.....	45,030	.....
1901.....	6,708	335,400
1900.....	12,788	639,400
1899.....	10,750	537,500
1898.....	93,645	4,682,250
1897.....	35,878	1,793,900
1896.....	42,129	2,106,450
1895.....	3,020	151,000
1894.....	1,577	78,850
1893.....	13,880	669,000

## HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1908.....	115,295	1908.....	111,572
1902.....	118,140	1902.....	151,965
1901.....	145,225	1901.....	143,729
1900.....	148,555	1900.....	155,906
1899.....	184,280	1899.....	147,664
1898.....	98,430	1898.....	116,598
1897.....	105,878	1897.....	141,425
1896.....	100,680	1896.....	107,176
1895.....	86,054	1895.....	114,305
1894.....	113,110	1894.....	133,716
1893.....	113,116	1893.....	123,065

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1903 and 1902:

	1903.	1902.
Spirits produced, gals.—Bourbon.....	86,552.2	13,345.6
Alcohol.....	000.0	000.0
Gin.....	000.0	000.0
Highwines.....	000.0	000.0
Pure neutral or cologne spirits and whisky sp'ts	000.0	000.0
Eye Whisky.....	5,778.2	8,892.2
Total.....	42,385.4	21,787.8
Amount of tax paid, at \$1.10 per gallon.....	\$35,898.4 tx.gals.	*38,119.2tx.gals \$ 41,931.12
Alcohol withdrawn for scientific purposes free of tax	000.0 gals.	None.
Whisky allowed by reason of leakage and evaporat'n	8,896.8 "	5,098.8 "

\*Big distillers closed in this district by trust.

## REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1903.	Dec. 31, 1902.
Bourbon.....	40,162.7 gals.	33,506.4 gals.
Alcohol.....	None.	None.
Gin.....	None.	None.
Pure neutral or cologne spirits and whisky spirits.....	2,808.9 "	6,290.4 "
Eye Whisky.....	16,608.6 "	14,847.6 "
Total.....	59,578.2 "	54,144.4 "

## SPIRITS RECTIFIED OR COMPOUNDED.

1899.....	2,298,447.86 gals.	1898.....	3,182,027.00 gals.
1898.....	2,503,186.18 "	1897.....	3,857,411.72 "
1897.....	2,412,279.50 "	1896.....	3,282,452.87 "
1896.....	2,832,874.17 "	1895.....	3,153,456.96 "
1895.....	2,283,155.18 "	1894.....	3,257,984.13 "
1894.....	2,932,860.23 "	1893.....	2,184,546.82 "

July 1st, 1899, to June 30th, 1900, 2,098,824.81 proof galls. or 2,798,423.08 wine galls.

July 1st, 1900, to June 30th, 1901, 2,433,059.29 proof galls. or 2,761,720.18 wine galls.

July 1st, 1901 to June 30th, 1902, 2,591,564 proof galls. or 2,928,537 wine galls.

July 1st, 1902, to June 30th, 1903, 3,511,234 proof galls. or 3,219,342 wine galls.

Total number of wholesale liquor dealers' stamps issued on change of package:

1901.....	84,670	1902.....	89,862	1903.....	40,801
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## NAVAL STORES.

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	Bbla. Turpentine.	Pkgs. Rosin.	Commercial Bbla. of 280 lbs.	Bbla. Tar and Pitch.
1902—78 bbla., 217 tanks.=	25,529	81 560	= 145,000	20,311
1902 .....	20,456	81,005	= 122,000	5,399
1901 .....	26,077	90,961	= 188,066	4,596
1900 .....	18,000	73,197	= 104,000	10,120
1899 ....	16,000	59,620	= 89,480	6,878
1898 .....	21,034	87,846	= 134,606	7,028
1897 ....	18,019	76,831	= 109,758	7,100
1896 ....	16,981	49,902	= 75,098	8,475
1895 .....	14,752	49,350	= 78,144	12,240
1894 .....	17,314	57,456	= 82,080	8,170
1893 .....	15,679	44,870	= 51,375	12,048
1892 .....	19,890	53,738	= 76,947	10,213
1891 .....	19,470	56,322	= 75,322	5,679
1890 .....	15,686	48,900	= 68,699	5,157
1889 .....	18,900	49,397	= 69,300	4,167
1888 .....	17,622	47,052	= 68,250	5,516
1887 .....	18,262	45,231	= 66,200	8,675
1886 .....	18,912	33,742	= 72,000	5,095
1885 .....	13,125	48,273	= 66,860	7,343
1884 .....	9,846	36,357	.....	5,818
1883 .....	12,286	40,010	.....	5,779
1882 .....	13,994	36,882	.....	8,796
1881 .....	5,045	41,717	.....	6,293
1880 .	8,076	48,148	.....	4,544

The receipts of naval stores, as indicated by the above table, show considerable increase over previous year. The larger part of the naval stores received at this point are handled by St. Louis houses, this being the largest distributing point in the West, only a small portion being shipped through to Western cities.

Turpentine ranged from 45 to 57½ cents per gallon during the year. Rosin was quoted at \$1.65 to \$2.25 per barrel for common, \$3.10 to \$4.75 for best grades.

## LEAD AND SPELTER.

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By John Wahl Commission Co.

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### PIG LEAD.

The price of lead during the year 1903 averages about 10 per cent higher than that of the preceding twelve months.

Throughout the year all the lead consuming industries have been busy, and large quantities have gone into the manufacture of white lead, cables, pipes, sheets and Babitt metal. The production has been well under control, thus obviating the necessity of exporting lead in order to maintain values at home, as has been the case in former years.

The production of lead in the United States from domestic ores during the year 1903 shows nominally an increase of about 3 per cent over the previous year.

Total production of Argentiferous and Missouri lead foots up nominally 290,000 tons, as compared with 280,000 tons for the year 1902. About 70 per cent of all the lead produced in the United States is derived from Argentiferous ores.

The year 1903 has been a prosperous one for producers of Missouri lead, the output passing the previous high record of 1902.

Statistics record Missouri productions 80,000 tons, as compared with 70,000 tons for the previous year. This increase is mainly due to the growth and development of older properties, although a few new companies have made modest entries among the ranks of the producers.

The price of pig lead at the beginning of 1903 was \$4.05. The highest price was reached in April, when the metal sold at \$4.55 to \$4.57½. The year closes with prices at \$4.17½.

### SPELTER.

The spelter business in the United States during the year 1903 was reasonably profitable. High prices prevailed practically throughout the year.

A decline set in about the beginning of November, but although it was rapid, the price did not fall below what would normally be considered a high level, and about the middle of December the market began to trend upward again.

The high range in prices in 1903 for spelter has been due to a strong consumptive demand, which kept smelters busy, although the increase in smelting capacity was considerable. During the summer months there were labor troubles, causing a scarcity of furnacemen.



The average price of spelter during January, 1903, was about \$4.70 St. Louis. It rose almost without interruption until August, in which month the average price was about \$5.60. In September a downward tendency became pronounced, and still more so in October, and it continued throughout November, prices dropping nominally \$4.45 St. Louis. Towards the end of December there was a rapid recovery, and prices advanced to about \$4.70.

WHITE LEAD.

St. Louis holds the foremost position in the manufacture of white lead. The brands of St. Louis have an established reputation for purity and general excellence. It is estimated that one-third of the output in the United States is manufactured here.

That the business is increasing year by year is shown by the following statement of shipments, which does not include the amount used in the city and suburbs or on the World's Fair buildings.

	Pounds.
1903 .....	80,907,480
1902 .....	69,430,975
1901 .....	59,670,720
1900 .....	50,645,780
1899 .....	48,460,250

## LEAD.

## RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

## SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

RECEIVED BY	1900.	1901.	1902.
Chicago & Alton R. R., Mo. Div.....			83,080
Missouri Pacific Ry.....	552,980	719,805	492,705
St. Louis & San Francisco R. R.....	185,565	281,800	316,470
Wabash R. R. (West).....		8,730	8,740
St. Louis, Kansas City & Colorado R. R.....		24,450	32,800
Missouri, Kansas & Texas R. R.....	96,000	42,080	
St. Louis, Iron Mountain & Southern R. R.....	1,000,735	669,475	646,000
Illinois Central R. R.....			
Louisville & Nashville R. R.....	1,215	140	
Toledo, St. Louis & Western R. R.....	2,595		
Chicago & Alton R. R.....		9,400	18,465
Vandalia R. R.....			835
Wabash R. R. (East).....	86,710	81,990	
Chicago, Peoria & St. Louis R. R.....	854,075		7,080
Chicago, Burlington & Quincy R. R.....		4,485	
St. Louis, Keokuk & Northwestern R. R.....	225,780	230,845	250,580
TOTAL.....	2,407,605	2,007,720	1,900,235

## SHIPMENTS OF WHITE LEAD.

FOUNDS.	FOUNDS.	FOUNDS.
1892.....36,988,937	1896.....40,269,600	1900.....50,710,880
1893.....37,411,868	1897.....39,988,615	1901.....59,670,720
1894.....38,660,975	1898.....39,442,880	1902.....69,480,975
1895.....42,808,959	1899.....48,460,250	1903.....80,907,460

## MONTHLY PRICES OF LEAD AND SPELTER FOR TWO YEARS.

MONTH.	LEAD.		SPELTER.	
	1902.	1903.	1902.	1903.
January.....	5 87½ @ 4 00	5 95 @ 4 00	4 12½ @ 4 20	4 35 @ 4 85
February.....	5 97½ 4 07½	5 97½ 4 00	5 87½ 4 15	4 82½ 4 90
March.....	5 97½ 4 06	5 97½ 4 00	4 07½ 4 20	4 90 5 80
April.....	5 97½ 4 00	4 23½ 4 57½	4 15 4 25	5 52½ 5 50
May.....	5 85 4 00	4 15 4 35	4 13½ 4 65	5 85 5 60
June.....	5 95 5 97½	5 95 4 17½	4 55 4 80	5 45 5 60
July.....	5 97½ 4 00	5 97½ 4 35	4 85 5 15	5 45 5 60
August.....	5 97½ 4 06½	4 02½ 4 35	5 17½ 5 50	5 45 5 75
September.....	4 00 4 05	4 15 4 50	5 00 5 35	5 55 5 80
October.....	4 00 4 02½	4 25 4 40	5 15 5 35	5 30 5 65
November.....	5 97½ 4 02½	5 97½ 4 57½	4 90 5 25	4 60 5 80
December.....	5 95 4 00	4 00 4 25	4 35 4 85	4 45 4 90

## WOOL AND FURS.

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By FUNSTEN BROS. & Co.

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### WOOL.

While the year 1903 can be called a fairly satisfactory year to the wool trade, it has not been without its ups and downs, and the risk of carrying large lines of wool on the high level of values that have prevailed since clip time. The facts are, that the prices of wool paid by the buyers at shearing time, at original shipping points, were entirely too high, and though it was conceded that wool occupied a very strong statistical position, it has been a hard matter to get manufacturers to advance prices, as they have persistently claimed that it was almost impossible to get any advance in prices for their manufactured goods.

The supply of wool in this country is probably as small as it has been for over ten years, and by the law of supply and demand the price of wool should have been from 3c to 5c per pound higher than prevailed throughout the season. The St. Louis merchants will be in excellent condition to take on a new clip in the spring of 1904, and it is believed that some heavy buying will be done in territory and domestic wools in these various sections by the St. Louis market.

The phenomenal advance in cotton has doubtless had its effect upon the manufacturer of woolen goods, and will doubtless tend to strengthen and advance the prices of wool the coming season. The market has been quite steady, with a gradual advance in prices since the beginning of the season, but the advance is not nearly so much as expected by the trade earlier in the season.

Each year St. Louis grows stronger and more popular as a wool market throughout the wool trade of the West, and it practically establishes values in the Territories and Western States at shearing time. Much credit is due the merchants of St. Louis for their fearless and enterprising spirit in buying immense volumes of wool to be carried in stock to supply manufacturers from time to time as they come to market. St. Louis is the second largest market in the United States, and is a very strong competitor for both domestic and territory wools, and has reached out into all wool-producing States that offer anything like favorable freight rates to this market.

Pulled and scoured wools have shown considerable activity during the past year, and a big business has been done in this line. St. Louis has always been a big fleece wool market, and is growing more important in this line each year.

A conservative estimate of the value of the wool handled in St. Louis during the year 1903 amounts to about \$7,500,000.

FURS.

There are few branches of trade in St. Louis that have shown a larger increase than that of the fur trade. St. Louis is the largest primary fur market in the world, and her importance as a great fur center is growing every year. It is unquestionably the biggest market in the world for raccoon, mink, skunk and opossum skins. St. Louis has cut into the trade of other markets this year to an alarming extent, and has taken such a lead that it would be a very hard matter for any other market in this country to make anything like as good a showing as St. Louis has this past season.

As a primary market it draws furs from a greater scope of territory than any market in the world.

The catch for the season 1903-1904 will be larger than that of the previous season, but as values are not quite as high as they were the previous season, the value of furs handled in this market will be but very little, if any, more than the previous season. Something like \$4,500,000 to \$5,000,000 worth of furs were sold in this market this season.

RECEIPTS AND SHIPMENTS FOR SIXTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1903.....	18,768,250	21,031,610	50,910,600	112,680,030
1902.....	26,378,080	30,072,850	56,287,220	99,867,210
1901.....	25,877,110	27,311,375	55,005,080	116,723,595
1900.....	17,000,790	15,057,290	60,531,540	106,496,640
1899.....	28,491,625	32,517,076	68,933,720	92,692,028
1898.....	23,710,715	21,266,999	58,716,180	78,705,735
1897.....	30,865,410	34,303,700	59,372,110	88,908,100
1896.....	15,139,840	15,939,579	46,505,880	81,581,130
1895.....	21,543,780	20,528,100	44,169,790	78,039,400
1894.....	24,861,455	24,430,971	46,456,970	68,543,869
1893.....	15,024,436	15,726,165	45,011,866	61,522,479
1892.....	25,350,690	27,450,379	38,412,854	47,596,204
1891.....	21,975,954	21,464,552	34,744,949	39,487,722

RECEIPTS OF PELTRIES AND FURS.

BUNDLES.		BUNDLES.	
1903.....	11,825	1891.....	125,526
1902.....	31,084	1890.....	78,883
1901.....	35,084	1889.....	43,316
1900.....	146,507	1888.....	45,332
1899.....	259,256	1887.....	22,045
1898.....	318,948	1886.....	18,889
1897.....	374,900	1885.....	17,474
1896.....	310,432	1884.....	15,459
1895.....	195,498	1883.....	15,591
1894.....	87,058	1882.....	18,069
1893.....	96,835	1881.....	16,115
1892.....	101,442	1880.....	12,073

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1892.....	96,896	1893.....	83,215
1893.....	103,082	1899.....	104,040
1894.....	89,533	1900.....	136,928
1895.....	83,588	1901.....	153,660
1896.....	80,156	1902.....	152,125
1897.....	72,024	1903 Rolls and Sides.....	465,400

HAY.

By the St. Louis Hay Exchange.

The Hay market for the past year has been an exceptionally good one, and while the stocks on hand at the end of the year are larger than those of last year, still at no time during the year was there surplus enough to reduce the price to any great extent.

The Hay crop this season was as large or larger than for any year for some time, and the quality is good. The prices on both timothy and prairie Hay have ruled about the average, while the South and Southeast have not taken as much Hay from this market as is usual, owing to their having large crops of their own, still our merchants here shipped large quantities to nearby places, as the crop in this section prior to the new crop was a very poor one.

Taking it all in all we believe the Hay dealers here have had a very prosperous year, and when the poor transportation facilities are taken into consideration, they are to be congratulated for handling the business as as they have. Stocks on hand at end of current year about 2,500 tons.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1908.....	298,246	114,441
1902.....	218,224	89,028
1901.....	251,182	117,557
1900.....	234,256	120,777
1899.....	175,820	64,833
1898.....	160,850	46,488
1897.....	178,516	64,067
1896.....	280,852	107,980
1895.....	195,582	69,046
1894.....	159,969	41,238
1893.....	141,288	80,095
1892.....	131,148	32,078
1891.....	141,898	33,263
1890.....	114,082	40,247
1889.....	116,346	58,522
1888.....	107,884	84,685
1887.....	85,394	23,861

Stock in store December 31st, 1895, about 7,500 tons.	
" " " " 31st, 1896, " 8,250 "	
" " " " 31st, 1897, " 3,500 "	
" " " " 31st, 1898, " 2,500 "	
" " " " 31st, 1899, " 3,500 "	
" " " " 31st, 1900, " 2,040 "	
" " " " 31st, 1901, " 1,500 "	
" " " " 31st, 1902, " 500 "	
" " " " 31st, 1903, " 2,500 "	

Receipts of Hay during 1902 and 1903, at the principal primary markets, were as follows:

	Tons. 1902,	Tons. 1903,
St. Louis.....	218,224	298,246
Cincinnati.....	161,898	102,091
Indianapolis.....	24,204	.....
Cleveland.....	62,682	72,867
Chicago.....	220,226	285,747
Kansas City.....	146,820	185,320
Peoria.....	81,596	41,560
Minneapolis.....	29,471	84,296
Milwaukee.....	.....	20,752

## RECEIPTS AND SHIPMENTS OF HAY DURING 1902 AND 1903.

BY	HAY. Receipts, 1902.		HAY. Shipments 1902.	HAY. Receipts, 1903.		HAY. Shipments 1903.
	Local Tons.	Thro' Tons.		Local Tons.	Thro' Tons.	Local Tons.
Chicago & Alton R. R., Mo. Div.	1,130	10		4,320	515	
Missouri Pacific R. R.	6,835	11,645	6,878	13,606	24,490	6,406
St. L. & San Francisco R. R.						
Wabash R. R. (West)						
St. L., Kas. City & Colo. R. R.						
Mo., Kansas & Texas R. R.						
St. Louis Southwestern R. R.						
St. L., Iron M't'n & S'th'n R.R.						
St. L., I. M. & S. Ry. (Ill. Div.)						
Illinois Central R. R.						
L'ville, Henderson & St. L. R. R.						
Louisville & Nashville R. R.						
Mobile & Ohio R. R.						
Southern Railway Co.						
Baltimore & Ohio S.-W. R. R.						
Chicago & Alton R. R.						
Cleveland, Cin., Chi. & St. L. R.R.						
Vandalia R. R.						
Wabash R. R. (East)						
Tol., St. Louis & Western R. R.						
Chicago, Peoria & St. Louis R. R.						
Chicago, Burl'n & Quincy R. R.						
St. Louis, Keokuk & N. W. R. R.						
St. Louis, Troy & Eastern Ry.						
Upper Mississippi River						
Lower Mississippi River						
Illinois River						
Missouri River						
Ohio, Cumb. and Tenn. Rivers						
Total, tons						

## MONTHLY RANGE OF PRICES OF HAY DURING 1903.

MONTHS.	No. 1 Timothy, per ton.		No. 1 Prairie, per ton.	
January	\$13.50	@ 15.50	\$10.50	@ 11.50
February	13.50	15.00	9.50	10.75
March	14.00	16.00	11.00	11.00
April	13.50	16.00	10.00	11.00
May	13.00	16.00	10.00	11.00
June	14.50	\$25.00	10.50	\$13.50
July	* 9.50	16.50	* 8.50	12.50
August	*10.00	15.00	* 9.00	10.00
September	10.00	12.00	8.50	10.00
October	10.00	12.50	11.00	10.00
November	10.00	12.50	9.00	10.00
December	10.50	12.50	8.50	10.00

\* New Hay.

‡ Prices at time of flood.

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1908.....	218,785	47,080	953,120	212,195	50,762	92,400
1907.....	228,770	83,650	777,840	229,831	63,081	75,040
1906.....	815,286	85,290	772,800	.....	.....	.....
1905.....	238,105	27,575	776,160	283,769	20,846	10,080
1904.....	427,020	23,255	581,280	870,408	40,201	15,680
1903.....	383,120	48,280	451,540	819,911	29,826	44,800
1902.....	351,635	83,045	419,450	229,072	13,367	17,840
1901.....	339,608	89,163	454,160	257,108	9,340	23,025
1900.....	304,204	72,793	804,980	283,541	17,043	54,320
1899.....	248,830	60,787	620,500	238,404	8,628	23,960
1898.....	241,189	80,198	364,020	195,431	16,759	299,580
1897.....	290,487	48,963	473,900	230,230	38,268	149,923
1896.....	331,671	42,478	388,440	316,679	26,808	68,015
1895.....	326,189	33,840	168,030	346,691	25,578	70,020
1894.....	293,663	21,316	304,080	280,359	8,223	144,800
1893.....	330,110	24,649	254,700	268,410	22,821	137,680
1892.....	394,676	32,060	320,490	297,126	9,474	98,319
1891.....	410,858	51,992	247,160	396,487	11,638	56,924
1890.....	887,737	46,831	548,700	809,571	8,957	345,323
1889.....	436,440	58,237	496,800	318,983	13,246	228,020
1888.....	336,175	57,981	693,720	296,237	14,547	457,683
1887.....	297,425	42,750	368,290	291,188	16,519	245,071
1886.....	233,843	73,239	314,720	218,185	25,197	182,263
1885.....	313,379	61,348	333,868	239,163	21,688	.....
1879.....	244,966	78,345	439,788	231,965	21,691	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1903.

By	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars. In Bulk.	Sacks.	Bbls.	Cars. In Bulk.
Chicago & Alton R.R. (Mo. Div.) ..	.....	.....	.....	.....	505	.....
Missouri Pacific Railroad .....	8,085	800	546	410	41,175	5
St. L. & San Francisco Railroad ..	.....	.....	.....	220	75,860	.....
Wabash Railroad (West) .....	50	125	.....	.....	4,130	5
St. L., K.C. & Colorado R.R. ....	.....	.....	.....	95	185	29
Mo., Kansas & Texas R. R. ....	885	.....	.....	12,690	39,690	4
St. Louis Southwestern R.R. ....	.....	.....	.....	1,885	8,965	.....
St. L., Iron Mountain & So. R. R. ...	140	.....	12	6,145	12,090	36
St. L., I. M. & S. R. R. (Ill. Div.) ..	.....	.....	.....	130	975	.....
Illinois Central R. R. ....	10,460	60,645	288	26,895	8,700	4
Lo'isville, Hend'son & St. L. R. R. ..	.....	40	.....	.....	.....	.....
Louisville & Nashville R.R. ....	.....	.....	1	25	.....	.....
Mobile & Ohio R.R. ....	90	1,000	100	.....	210	.....
Southern Railway.....	.....	.....	1	225	1,210	9
Baltimore & Ohio S.-W. R. R. ....	240	8,990	4	110	240	.....
Chicago & Alton R.R. ....	2,875	7,870	174	.....	625	1
O., C., C. & St. Louis R.R. ....	4,955	16,010	176	895	960	7
Vandalia R. R. ....	10,175	14,400	212	795	2,968	.....
Wabash Railroad (East).....	225	64,465	100	65	1,960	49
Toledo, St. Louis & Western R. R. ..	5,610	83,730	55	.....	.....	.....
Chicago, Peoria & St. Louis R.R. ...	895	1,485	.....	810	635	.....
Chicago, Burlington & Quincy R.R. ..	1,100	6,950	20	.....	1,050	.....
St. L., Keokuk & N.-W. R. R. ....	1,745	2,775	13	.....	6,715	16
Upper Mississippi River .....	.....	.....	.....	400	1,025	.....
Lower Mississippi River .....	.....	.....	.....	427	6,827	.....
Illinois River .....	.....	.....	.....	.....	395	.....
Missouri River.....	.....	.....	.....	20	550	.....
Ohio, Oumb. and Tenn. Rivers ..	.....	.....	.....	20	80	.....
Total .....	47,080	213,785	1,702	50,762	212,195	165

## CANDIES.

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By V. L. PRICE, Vice-President of the National Candy Co.

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In the last year St. Louis has gone far beyond its previous accomplishments in the candy business.

The volume of business in 1903 has exceeded considerably that in 1902. There is still an increased demand for the higher grades of goods, in the manufacture of which St. Louis excels.

There are seven large factories in St. Louis, employing over 2,000 hands, and paying in wages \$750,000 per annum.

Candies of every variety are manufactured, and there is no better selection to be had by the wholesaler or retailer than can be obtained in the St. Louis market.

The trade extends over nearly the United States, as far east as New England, and west to the Pacific Coast.

St. Louis enjoys geographically an enviable position, and with the assistance of the railroad companies offers exceptional advantages to the purchaser, which enables St. Louis confectioners to gain such a large volume of business in the Central, Western and Southern States.

The confectionery manufacturers of St. Louis are progressive and stand pre-eminent amongst their competitors for integrity and fairness, which was proven by the location of the general offices of the National Candy Co., comprising twenty large manufacturers, distributed throughout the United States, and of which company the president, secretary and treasurer are St. Louis confectioners.

The confectionery industry constitutes a very important part of the city's manufacturing industries, and approaches in volume nearly \$4,000,000 per annum, or about 60,000,000 pounds.



## DRIED FRUIT.

By HOFMAN BROTHERS PRODUCE CO.

The past year's dried fruit business, while not as large as that of the previous year, was very satisfactory. The falling off in receipts, 203,551 packages, as compared with 310,789 in 1902, is due to the almost total failure of the apple crop in the section tributary to St. Louis. The apple crop in Arkansas, Illinois and Missouri was very light, and but few of the apples were dried or evaporated.

Prices on the evaporated product have ruled low all season, for the crops in Michigan and New York were large and the carry-over stocks of old goods in the cold storage houses tended to keep prices down. Sun-dried apples have brought good prices all season through, and the call for this kind of fruit has been steady.

The demand for California dried fruits is on the increase, and the trade along this line is growing yearly. Besides the large home demand to be supplied, large quantities of California dried fruits are shipped from St. Louis.

The export demand for sun-dried apples, which is an important factor, has been active and prospects for a good spring trade are bright. Foreign houses are heavy buyers of sun-dried apples, and the demand is steadily increasing.

Trade since the first of the new year has been very brisk, and we look for a very good spring business.

### RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1903 .....	203,551	343,835
1902 .....	310,789	420,855
1901 .....	229,814	359,286
1900 .....	168,931	310,275
1899 .....	310,554	343,821
1898 .....	206,617	265,182
1897 .....	267,499	441,705
1896 .....	80,455	140,590
1895 .....	150,908	182,303
1894 .....	99,405	219,062
1893 .....	155,015	200,338
1892 .....	150,766	218,485
1891 .....	128,932	182,997
1890 .....	150,917	212,330
1888 .....	125,733	216,801

SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS	1903.			1902.			1901.			1900.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	.....	178,400	.....	.....	300,000	.....	188	196,500	.....	146	549,600	.....
Other ..	64,702	.....	.....	81,767	.....	.....	69,558	.....	.....	69,953	.....	.....
Cotton ..	.....	.....	5,240	.....	.....	5,570	.....	.....	2,990	.....	.....	4,940

Shipment of Flaxseed for 1888, 6,154 sacks and 45,975 bushels.

"	"	"	1889,	2,625	"	"	240,286	"
"	"	"	1890,	518	"	"	700,160	"
"	"	"	1891,	712	"	"	120,011	"
"	"	"	1892,	...	"	"	161,248	"
"	"	"	1893,	...	"	"	155,557	"
"	"	"	1894,	...	"	"	225,205	"
"	"	"	1895,	...	"	"	225,845	"
"	"	"	1896,	...	"	"	606,879	"
"	"	"	1897,	...	"	"	445,562	"
"	"	"	1898,	...	"	"	294,045	"
"	"	"	1899,	...	"	"	243,871	"
"	"	"	1900,	...	"	"	457,154	"
"	"	"	1901,	...	"	"	83,957	"
"	"	"	1902,	...	"	"	129,205	"
"	"	"	1903,	...	"	"	15,595	"

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 5 cents less) for four years.

MONTHS.	1903.		1902.		1901.		1900.	
January.....	1 12	@1 17	.....	.....	1 59	@1 72	1 45	@1 50
February.....	1 10	1 14	.....	.....	1 58	1 72	1 52	1 58
March.....	1 05	1 12	.....	.....	1 50	1 60	1 57	1 62
April.....	1 05	1 08	.....	.....	1 49	1 52	1 62	1 70
May.....	1 07	1 10	1 50	@1 65	1 56	1 67	1 62	1 65
June.....	95	1 08	1 50	.....	1 67	1 68	1 55	1 58
July.....	91	96	1 41	1 50	1 50	1 65	1 35	1 60
August.....	91	1 00	1 82½	1 45	1 87	1 65	1 25	1 45
September.....	92	1 00	1 22	1 88	1 87	1 88	1 42	1 56½
October.....	86	88	1 12	1 25	1 38	1 48	1 46	1 75
November.....	86	89	1 11	1 14½	.....	.....	1 50	1 78
December.....	87½	90½	1 11	1 14	.....	.....	1 62	.....

## RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1903.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes	Shipments, boxes
Chicago & Alton R.R. (Mo. Div.).....	67,000			
Missouri Pacific R.R.....	3,897,180	67,705	15	9,515
St. L. & San Francisco R.R.....	619,700	560		3,220
Wabash Railway, (West).....	863,650	78,375		21,355
St. Louis, K. O. & Colorado R. R.....	11,670	1,840		980
Missouri, Kansas & Texas R. R.....	247,250	242,160	115	13,700
St. Louis, S. W. R. R.....		10,540		25,915
St. L. Iron Moun. & South'n R. R.....	80,790	1,590,125	165	123,000
St. L. Iron Moun. & South'n R. R. (Ill. Div.).....	570	660		185
Illinois Central R. R.....	1,511,520	606,750	11,090	20,789
Louisville, Henderson & St. Louis R. R.....	2,450	8,650		395
Louisville & Nashville R.R.....	9,430	186,380		28,450
Mobile & Ohio R.R.....	13,240	800	45	275
Southern Railway.....	9,730	4,220	19	9,100
Baltimore & Ohio S.-W. R. R.....	6,880	27,280		2,715
Chicago & Alton R.R.....	7,820	186,800	2,940	
Cleveland, Cin., Chicago & St. Louis R. R.....	428,850	79,900	185	250
Vandalia R. R.....	3,529,980	48,245	680	4,790
Wabash Railway (East).....		7,496,425	706,235	19,585
Toledo, St. Louis & Western R. R.....	900			
Chicago, Peoria & St. Louis R. R.....	185,480		70	50
Chicago, Burlington & Quincy R.R.....	1,908,260		3,470	700
St. Louis, Keokuk & N.-W. R. R.....		1,980	28,830	7,360
St. Louis, Troy & Eastern Ry.....				
Upper Mississippi River.....	10,200	11,500		
Lower Mississippi River.....	40,800	16,815		2,515
Illinois River.....	3,500	550		3,072
Missouri River.....	1,250	100		390
Ohio, Cumberland and Tennessee Rivers.....	800	150		230
Express.....	2,134,115			123
<b>Total 1903.....</b>	<b>1</b>		<b>808,900</b>	<b>804,739</b>
<b>Total, 1902.....</b>	<b>1</b>		<b>794,420</b>	<b>813,057</b>
" 1901.....	"		813,764	800,023
" 1900.....	"		863,830	258,240
" 1899.....	"		961,545	318,969
" 1898.....	"		571,585	345,443
" 1897.....	"		440,805	246,139
" 1896.....	"		764,421	185,198
" 1895.....	"		172,958	105,190
" 1894.....	"		437,619	198,567
" 1893.....	"		853,230	160,153
" 1892.....	"		224,561	212,927
" 1891.....	"		186,265	185,825
" 1890.....	"		180,495	160,005
" 1889.....	"		185,414	128,690
" 1888.....	"		129,014	145,856

EGGS.

By F. W. BROCKMAN.

The importance of St. Louis as an egg center, and consequent distributor of this product, is well recognized by the trade all over this country, and its steadily increasing receipts are an indication that the producing sections are more and more turning their eyes to St. Louis as an outlet for their product. Being situated in the midst of the early producing sections of the South and West, and the enormous poultry and egg section tributary to this city, St. Louis thereby becomes a large distributor to all the other sections of this country during a great part of the year. The steadily increasing receipts from year to year fully bear out the above, and this, together with the large addition to its cold storage facilities, is gradually but surely increasing the magnitude of its fall and winter business in eggs. During the year just closed the trade in eggs has been eminently satisfactory to all connected with it, largely from the fact that the consuming trade has been excellent, and prices have been kept within conservative limits. When we take into consideration that the average price during nine months of the year ranged within an average of from 13 to 14c, and this enabled buyers of large quantities to fill their orders for storage purposes here, it tended to again draw their attention to St. Louis as a market center for obtaining their supplies for storage, as well as during the fall of the year they found a favorable market for their purchases of storage eggs. The establishment of branches here by a number of large dealers, as well as main offices in several instances, will certainly have a tendency to increase the already growing trade in this commodity, and the day is not far distant when St. Louis during a large part of the year will be the tone giving center in the egg trade.

RECEIPTS AND PRICES OF EGGS DURING 1903.

MONTHS—1903.	By Railroad, Packages.	By River, Packages.	By Express, Packages.	Monthly Totals, Packages.	Monthly Range of Prices.	
January.....	81,106	927	10,320	42,853	17	@ 22½
February.....	60,282	2,594	22,758	85,634	12½	18
March.....	101,636	7,680	34,760	144,066	11	16
April.....	160,744	7,277	24,751	192,702	11	14
May.....	100,661	6,278	19,195	126,134	11½	14
June.....	58,102	4,282	20,710	78,094	11½	15½
July.....	49,730	4,237	18,599	72,566	11	14
August....	36,033	2,372	21,630	60,035	11½	19
September.....	28,035	1,928	25,197	55,160	16½	19½
October.....	35,557	1,864	12,345	49,766	17	21½
November.....	23,197	1,104	10,072	34,373	19½	26
December.....	12,833	887	5,495	18,765	25	28½
Total, 1903.....	692,966	40,850	225,832	959,648		
“ 1902.....	618,708	35,972	171,319	825,999		
“ 1901.....	817,879	38,669	166,098	1,022,646		
“ 1900.....	678,511	39,832	202,339	920,682		

	1903.	1902.	1901.	1900.
Shipments, packages....	681,400	512,562	770,472	472,424

## BEANS.

## RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

## CASTOR BEANS.

## MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1903.

January.....	\$1 25	July.....	\$1 25
February.....	1 35	August.....	1 55
March.....	1 55	September.....	1 40
April.....	1 55	October.....	1 40
May.....	1 55@1 50	November.....	1 40
June.....	1 55	December.....	1 40

## POTATOES AND ONIONS.

## RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

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No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

## FRUIT AND PRODUCE.

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By M. G. RICHMOND.

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The year 1903 was fairly satisfactory, notwithstanding the strike of about two months, and the disastrous high waters, which not only ruined crops, but crippled the railroads to some extent.

Values of all commodities have held steady and in most instances show a profit to the investor. The volume of business handled exceeded all expectations, taking into consideration the disturbing elements that existed.

### APPLES.

That section of the apple crop of 1903 which contributed largely to making St. Louis the great distributing market of the country was almost a failure, only a small percentage of the supply coming from Illinois, Missouri, Kansas and Arkansas. These conditions forced our dealers to look East, where the supply was sufficient to meet all demands. The prices paid were very satisfactory to the grower, averaging about \$2.00 per barrel in western New York. But owing to the superior quality of the apples, those that invested for late markets are realizing very handsomely on their investments. The large exports have been of great help to the speculator, equaling 2,650,000 barrels up to December 31st.

The foreign markets have held firm throughout the entire season, netting to the shipper very good results. The foreign crop was the smallest for several years. The exports to foreign markets exceeded all previous years, even those of the "bumper crop" of 1902.

The receipts for St. Louis were 422,400 barrels. The visible supply in storage December 31st, as furnished by the International Apple Shippers' Association, including Canada, represent 3,462,508 barrels.

### POTATOES.

The general potato crop for 1903 has proven considerably smaller than was at first estimated; while the government made the crop about thirteen per cent less than that of 1902, the loss from rot early in the season must have been much greater than was calculated.

Values, as a whole, commencing with the early receipts from the South, have been high. But the volume of business has been well maintained. The disastrous high waters which flooded a large portion of

the land in the American Bottoms, drowned out thousands of acres of potatoes which usually add largely to St. Louis receipts, consequently the local crop of potatoes for 1903 represent about twenty per cent of an average crop.

Shipments out of the American Bottom were 1,120 cars, equal to 660,000 bushels; also the wagon receipts, which are estimated at 250,000 bushels, are not taken into account with the receipts of 2,341 cars and 557,124 packages, or 2,841,800 bushels, which added to the American Bottom crop, makes a grand total of 3,751,800 bushels handled through the St. Louis market.

#### ONIONS.

Receipts of onions for 1903 were 468 cars and 71,840 packages, equaling 413,600 bushels. Our local crop was a failure, occasioned by the flood. The general crop of onions harvested in the United States was considerably smaller than that of 1902. Prices have ruled high.

#### ORANGES.

The crop of oranges for 1903 has been a record breaker. California not only having a very large crop but Florida has contributed more than usual in supplying the trade. Prices have ruled lower than former years.

Receipts, 582,855 boxes; shipments, 480,040 boxes. The receipts of lemons were 125,905 boxes. The receipts of bananas, 2,070 cars. Shipments, 1,093 cars.

# RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES FOR 1903.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls .....	422,400	250,160
Ale and Beer.....packages.....	.....	5,768,635
Bananas .....cars .....	2,070	1,093
Barbed Wire....pounds .....	23,129,500	60,060,390
Beef .....barrels and tierces .....	.....	5,799
Fresh Beef.....pounds .....	65,813,800	373,340,225
Canned Beef.....“ .....	.. .....	1,842,475
Boots and Shoes.....cases.....	857,250	1,216,336
Cordage and Rope.....coils.....	46,120	.....
Cement.....sacks .....	1,962,575	.....
“.....barrels.....	232,270	.....
Cotton Seed Meal .....tons.....	21,918	22,875
Candles.....boxes.....	.....	169,550
Eggs .....packages.. ..	959,648	343,835
Fish.....“ .....	45,725	.....
Fertilizer . . . . .tons. . . . .	.....	52,489
Hops .....bales... ..	7,500	.....
Iron and Steel .....tons.....	268,667	.....
Leather.....rolls.....	465,400	.....
Lemons .....boxes .....	125,905	109,200
Malt.....sacks .....	213,775	200,911
Nails.....kegs .....	478,370	892,589
Oils.....barrels .....	100,650	.....
“.....tanks .....	9,130	.....
Oil Cake.....tons.....	.....	974
Oranges.....packages.....	582,855	480,040
Ore, Iron.....tons.....	78,827	28,944
“ Zino.....“ .....	28,446	45,705
Pig Iron.....“ .....	296,241	178,758
Railroad Iron.....“ .....	121,290	.....
Staves. ....M .....	612	.....
“.....cars .....	5,396	.....
Soap. ....boxes.. ..	.....	1,392,272
Tallow .....pounds .....	9,859,000	13,928,320
Tin .....boxes.....	108,260	.....
Wines and Liquors.....barrels.....	20,994	.....
“.....boxes and cases...	59,625	.....
Zino and Spelter.....slabs.....	2,144,585	2,631,896



## MONTHLY RECEIPTS FOR 1903.

DATE—1903.	Apples, Bbls.	Bagging, Pieces.	Bananas, Cars.	BARLEY.		Butter, Lbs.	Beans, Sacks and Barrels.	Barbed Wire, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
				Sacks.	Bushels.					
January .....	14,110	.....	151	.....	519,000	955,000	10,560	4,113,000	4,084,400	71,780
February .....	22,150	.....	111	.....	293,000	818,865	18,140	2,118,000	3,492,900	61,780
March .....	34,145	.....	244	.....	271,000	863,610	8,920	1,899,000	5,527,500	65,840
April .....	16,756	.....	210	.....	90,000	918,370	7,560	1,483,000	5,336,300	67,660
May .....	11,653	50	236	.....	35,000	1,080,635	7,710	1,699,000	6,546,200	84,505
June .....	2,163	.....	223	.....	16,000	1,293,045	3,200	858,000	3,371,900	55,205
July .....	4,906	100	200	.....	6,000	1,874,910	2,040	2,549,000	6,872,100	82,630
August .....	12,935	75	146	.....	2,000	1,196,250	2,080	1,265,000	5,948,300	74,115
September .....	43,097	300	152	.....	119,000	1,467,390	1,855	2,353,000	6,440,000	70,750
October .....	105,670	.....	163	.....	517,000	1,514,295	5,790	1,813,000	5,208,000	79,110
November .....	103,350	1,250	108	.....	485,000	1,430,850	9,275	1,711,500	5,442,500	68,195
December .....	51,465	.....	126	51	270,000	1,167,025	15,970	1,268,000	7,543,700	75,680
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	422,400	1,775	2,070	51	2,633,000	14,070,275	88,100	23,129,500	65,813,800	857,250
Railroad .....	344,890	1,775	2,070	51	2,633,000	11,880,610	87,895	23,129,500	.....	855,870
River .....	77,510	.....	.....	.....	.....	55,550	205	.....	.....	1,330
Express .....	.....	.....	.....	.....	.....	2,134,115	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1903—Continued.

DATE—1903.	Bran and Shipstuff		Cordage and Rope, Colls.	Cattle, Head.	CASTOR BEANS.		CEMENT.		Cheese, Boxes.	COFFEE.	
	Sacks.	Bus. bulk.			Sacks.	Bus. bulk.	Sacks.	Barrels.		Sacks.	Pkgs.
January .....	155,610	61	9,360	86,701	.....	1,800	76,250	10,985	66,530	33,445	11,050
February .....	159,810	65	6,170	64,887	2,772	.....	104,855	19,270	55,525	26,955	11,750
March .....	141,350	71	6,585	61,775	2,317	.....	195,750	22,280	67,905	40,950	10,685
April .....	92,590	30	5,085	61,194	.....	.....	214,375	27,805	65,585	48,660	8,250
May .....	124,145	32	5,370	85,187	1,800	.....	221,690	23,325	60,445	39,165	8,190
June .....	76,205	30	545	70,430	.....	.....	127,250	12,520	35,435	23,740	3,611
July .....	100,885	17	1,000	139,702	.....	.....	246,550	24,225	75,155	21,430	6,635
August .....	191,270	39	2,555	131,643	.....	.....	237,185	18,640	74,300	47,565	6,445
September .....	249,330	56	2,725	159,964	1,365	.....	114,045	12,045	83,385	34,080	7,460
October .....	223,195	31	2,015	152,040	1,366	600	170,135	20,095	82,080	34,595	6,575
November .....	189,075	31	1,965	103,533	1,400	600	109,960	22,020	67,695	44,140	6,990
December .....	120,275	23	2,745	92,065	.....	1,200	144,560	19,060	74,760	44,420	7,185
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	1,823,740	486	46,120	1,209,121	11,020	4,200	1,962,575	232,270	808,800	439,145	94,821
Railroad .....	1,820,315	486	46,120	1,169,713	11,020	4,200	1,962,575	232,270	806,800	439,145	94,795
River .....	3,425	.....	.....	18,136	.....	.....	.....	.....	.....	.....	26
Driven .....	.....	.....	.....	21,272	.....	.....	.....	.....	.....	.....	.....



MONTHLY RECEIPTS FOR 1903—Continued.

Date—1903.	EGGS.		Flaxseed, Bus. bulk.	Fish, Pkgs.	Flour, Bbbs.	Grease, Lbs.	Glucose, Bbbs.	High- wines and Whisky, Bbbs.	HAY.	
	Pkgs. Local.	Pkgs. Through.							Local, Tons.	Thro' Tons.
January .....	36,334	6,019	14,400	4,175	160,735	375,600	3,515	8,410	22,985	6,580
February .....	56,906	28,728	9,000	4,350	171,505	280,400	6,280	8,270	16,025	4,285
March .....	84,689	59,377	9,000	8,685	195,825	42,000	4,680	11,095	16,565	5,220
April.....	101,707	90,985	9,600	4,665	169,010	108,300	4,160	10,830	22,880	6,410
May.....	76,976	49,158	12,000	6,600	185,520	42,400	2,390	9,185	20,708	6,075
June .....	48,207	29,887	6,600	1,720	106,970	67,400	690	4,895	12,610	2,010
July.....	39,468	33,098	1,800	2,830	167,645	136,200	2,305	7,160	18,825	4,125
August .....	43,222	16,813	13,200	2,685	200,515	671,800	3,355	7,545	20,816	5,105
September.....	48,685	6,475	43,800	2,085	234,185	180,400	4,385	8,590	21,382	4,820
October.....	37,359	12,407	29,400	3,435	241,625	378,800	4,715	10,145	31,005	5,130
November.....	23,998	10,375	13,800	2,420	276,190	88,500	6,750	15,910	17,405	4,570
December .....	14,367	4,398	10,800	2,075	230,970	149,300	7,825	13,760	18,070	5,140
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	611,918	347,730	173,400	45,725	2,340,695	2,521,100	51,050	115,295	239,276	58,970
Railroad.....	345,236	347,730	173,400	45,725	2,314,150	2,496,900	51,050	115,205	236,855	58,970
River .....	40,850	.....	.....	.....	26,545	24,200	.....	90	2,421	.....
Express.....	225,832	.....	.....	.....	.....	.....	.....	.....	.....	.....



MONTHLY RECEIPTS FOR 1903—Continued.

DATE—1903.	Lumber, Cars.	Malt, Sks.	MDSL AND SUNDRIES.		Molasses, Barrels.	Melons, Cars.	Nalls, Kegs.	OATS.	
			Packages.	Cars.				Sacks.	Bushels.
January .....	9,540	16,320	891,830	16,022	10,355	.....	54,560	400	1,924,400
February .....	9,395	38,855	825,490	13,571	15,795	.....	42,385	1,200	2,065,750
March .....	10,734	38,205	961,910	15,879	10,350	.....	43,565	4,026	2,797,200
April.....	12,897	35,950	891,550	16,148	6,705	.....	69,835	1,008	1,790,100
May .....	12,542	29,140	884,270	16,837	3,485	.....	55,870	1,167	1,304,100
June .....	9,309	4,905	653,820	12,680	2,495	13	15,520	4,528	1,071,850
July .....	11,120	9,685	1,037,370	18,102	3,155	813	24,135	896	1,645,650
August .....	10,812	7,090	1,049,810	15,773	2,305	1,430	30,060	873	1,306,800
September.....	10,924	8,285	962,300	14,452	1,635	275	63,130	561	1,296,000
October.....	12,152	9,675	1,005,200	15,298	5,020	.....	21,520	363	2,004,750
November .....	8,635	7,420	867,020	12,861	3,430	.....	25,850	584	1,399,950
December .....	8,237	8,245	885,190	12,900	4,580	.....	32,940	.....	1,405,350
Wagon, Express and Driven.....	.....	.....	.....	.....	.....	.....	.....	.....	300,000
Total.....	125,847	213,775	10,915,250	180,523	69,310	2,031	478,370	15,606	20,331,900
Railroad.....	125,847	213,775	10,502,530	180,523	68,790	2,031	478,370	7,805	20,031,900
River .....	.....	.....	412,720	.....	520	.....	.....	7,801	.....
Wagon.....	.....	.....	.....	.....	.....	.....	.....	.....	300,000

## MONTHLY RECEIPTS FOR 1903—Continued.

DATE—1903.	OATMEAL AND ROLLED OATS.		OILS.		ONIONS.		Oranges, Bxs. and Bbls.	ORE.		Pig Iron, Tons.
	Sacks.	Bbls.	Cases.	Bbls.	Tanks.	Sks. and Bbls.		Cars, Bulk.	Iron, Tons.	Zinc, Tons.
January .....	2,905	25	7,035	11,500	982	2,770	38		4,517	952
February .....	2,200	80	7,525	10,010	724	5,065	64		3,845	1,610
March .....	1,505	.....	2,545	6,785	907	5,323	49		3,370	2,185
April .....	.....	.....	2,180	11,050	750	2,357	19		3,660	3,609
May .....	350	.....	880	10,140	851	6,013	12		7,290	4,685
June ... ..	375	.....	425	3,585	567	16,703	7		5,335	2,185
July .....	.....	235	1,949	8,075	862	7,079	.....		9,235	1,665
August .....	985	.....	2,635	10,015	570	9,695	8		14,525	3,225
September .....	2,050	....	12,080	6,810	750	8,365	81		11,540	2,045
October .....	620	.....	14,145	14,285	818	4,585	86		7,665	2,065
November .....	210	110	7,040	5,380	601	3,307	67		1,815	2,605
December .....	250	15	8,410	3,035	748	873	37		590	1,605
.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
Totals .....	11,480	415	66,829	100,650	9,130	71,840	468		73,827	28,446
Railroad .....	11,480	180	66,775	100,490	9,130	68,650	468		73,827	28,446
River .....	.....	235	54	160	.....	8,190	.....		.....	.....
.....	.....	.....	.....	.....	.....	.....	.....		.....	.....

MONTHLY RECEIPTS FOR 1903--Continued.

DATE--1903.	Peltries and Furs, Pkgs.	PORK PRODUCT.		POTATOES.		RYE.		Rice, Pkgs.
		B'd Pork,	Hams, Lbs.	Meats, Lbs.	Sks. and Bbls.	Cars in Bulk.	Sacks.	Bushels.
January .....	1,609	370	684,400	13,535,700	34,460	204	.....	177,300
February .....	375	280	341,200	12,624,400	50,520	146	104	121,500
March .....	166	380	655,500	16,034,200	63,872	168	76	269,100
April.....	5,703	265	413,900	17,336,100	31,412	193	234	48,600
May .....	169	80	1,021,800	17,532,900	40,635	245	31	28,800
June.....	136	128	135,900	8,757,600	160,473	75	200	11,700
July.....	1,006	186	317,000	11,701,500	118,064	41	238	48,600
August .....	875	325	373,200	12,887,500	4,679	97	64	74,700
September.....	352	.....	164,600	19,496,100	6,710	180	.....	87,300
October.....	454	440	311,500	17,276,200	8,617	336	.....	146,700
November .....	934	425	1,023,600	15,911,800	15,250	454	27	176,400
December .....	46	176	1,633,800	10,452,800	22,432	202	.....	135,000
.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	11,825	3,055	7,075,800	173,546,800	557,124	2,341	974	1,325,700
Railroad.....	10,563	2,946	7,075,800	173,313,200	548,570	2,341	180	1,325,700
River .....	1,262	109	.....	233,600	8,554	.....	794	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....



## MONTHLY RECEIPTS FOR 1903—Continued.

DATE--1903.	Rosin, Bbls.	Railroad Iron, Tons.	SALT.			Seeds, Sks. and Bbls.	Sheep, Head.	STAVES.	
			Sacks.	Barrels.	Oars in Bulk.			M.	Oars.
January .....	7,540	25,485	2,795	14,370	111	2,538	32,248	.....	506
February .....	8,460	16,880	1,480	13,640	73	6,181	34,944	.....	353
March .....	5,355	16,575	3,250	15,230	90	7,038	28,170	.....	491
April.....	3,610	10,925	3,320	10,805	124	4,553	47,912	.....	649
May.....	3,705	4,525	5,365	13,890	164	1,806	63,988	6	532
June.....	5,545	1,475	5,765	7,910	157	2,533	61,930	122	312
July.....	6,125	4,730	5,750	18,075	197	399	53,984	25	464
August.....	10,095	8,650	4,580	16,125	177	4,452	52,919	101	476
September.....	7,960	8,840	2,535	24,535	159	12,559	51,862	172	444
October.....	7,395	14,675	3,420	26,525	163	14,706	50,994	43	402
November.....	7,965	6,555	5,730	32,335	169	6,365	35,546	83	372
December .....	7,800	1,975	3,040	20,345	118	1,572	46,344	60	395
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	81,560	121,290	47,080	213,785	1,702	64,702	565,836	612	5,396
Railroad.....	81,560	119,105	47,080	213,785	1,702	60,276	538,572	.....	5,396
River .....	.....	2,185	.....	.....	.....	4,426	22,830	612	.....
Driven .....	.....	.....	.....	.....	.....	.....	4,434	.....	.....

MONTHLY RECEIPTS FOR 1903—Continued.

Date—1903.	SUGAR.			Shingles, M.	Tallow, Lbs.	Tar and Pitch, Bbls.	TOBACCO.			TURPENTINE	
	Hhds.	Barrels.	Bags.				Hhds.	Pkgs. Leaf.	Manufac'd Lbs.	Bbls.	T'nks
January .....	175	57,685	37,980	10,425	990,300	4,710	9,054	1,080	893,200	23	15
February .....	.....	30,470	24,715	4,220	390,600	2,230	7,237	1,484	853,600	....	15
March .....	.....	33,315	34,990	7,910	379,000	1,665	8,796	1,532	1,059,300	20	4
April .....	.....	34,355	38,920	10,575	762,300	2,060	2,904	819	1,607,500	.....	2
May .....	.....	33,960	53,770	12,585	804,600	1,180	1,757	579	1,419,200	.....	33
June .....	.....	26,805	50,185	8,420	394,500	2,750	1,987	498	1,147,600	.....	23
July .....	.....	39,405	32,460	22,920	952,500	1,735	3,882	734	1,486,440	.....	37
August .....	.....	35,035	57,490	13,260	765,500	1,505	3,464	715	1,175,600	.....	20
September .....	.....	30,070	34,740	8,075	1,136,500	980	3,078	1,081	1,244,020	30	25
October .....	.....	38,125	38,885	9,465	1,209,400	565	1,612	2,075	1,082,500	.....	14
November .....	75	27,155	17,460	12,570	348,400	601	3,855	199	1,512,300	.....	13
December .....	.....	44,065	42,850	12,270	1,225,400	330	3,827	932	1,944,000	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	250	430,445	464,545	132,695	9,359,000	20,311	51,402	11,678	15,425,260	73	217
Railroad .....	250	429,535	464,545	131,520	8,714,500	20,180	51,402	11,678	15,361,760	73	217
River .....	.....	910	.....	1,175	644,500	181	.....	.....	63,500	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1903—Continued.

DATE—1903.	Tin, Boxes.	Tea, Chests.	WHEAT.		WINES AND LIQUORS.		Wool, Lbs.	Zinc and Spelter Slabs.
			Sacks.	Bushels.	Barrels.	Boxes and Cases.		
January .....	5,685	7,325	10,013	1,821,600	1,300	6,180	254,180	104,250
February .....	7,710	2,570	11,832	1,015,200	1,840	7,330	413,420	147,750
March .....	12,915	845	13,438	996,300	1,985	4,745	415,560	257,630
April.....	10,380	220	21,491	1,194,300	2,097	8,065	275,200	150,255
May.....	7,640	75	13,047	903,600	2,437	3,550	3,088,260	170,000
June .....	6,005	.....	8,854	506,700	2,015	2,505	4,708,140	164,335
July.....	7,575	1,050	79,036	2,681,100	1,825	3,910	6,763,010	204,845
August .....	6,030	2,410	72,708	2,847,600	1,680	3,225	1,065,800	202,735
September.....	18,435	4,550	10,720	2,711,700	1,565	4,440	550,380	142,265
October.....	12,775	555	17,123	2,285,100	1,795	5,400	305,360	217,505
November.....	6,940	1,235	10,976	2,288,700	1,315	6,930	456,780	198,025
December .....	6,220	845	2,651	3,168,900	2,140	8,345	492,210	189,990
Driven and Wagon .....	.....	.....	.....	535,000	.....	.....	.....	.....
Total.....	108,260	21,680	256,889	22,955,800	20,994	59,625	18,766,250	2,144,585
Railroad.....	108,260	21,680	100,206	22,420,800	20,935	59,345	18,450,040	2,144,585
River .....	.....	.....	156,683	.....	59	280	316,210	.....
Wagon.....	.....	.....	.....	535,000	.....	.....	.....	.....

## RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1908.

By Railroad, River, etc.	Apples, bbis.	Bag- ging, pos.	Ban- anas, cara.	Barley.		Butter, lbs.	Beans, cks. & bbis.	Barbed Wire, lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.	Bran and Shipstuf	
				Sacks.	Bushels.						Sacks.	Cats in blk.
.....	1,025	.....	.....	.....	.....	67,000	700	.....	5,672,800	590	184,445	.....
.....	10,525	.....	.....	.....	.....	2,857,180	1,300	.....	4,205,100	54,045	420,053	308
.....	675	.....	94	.....	.....	619,700	8,705	.....	148,700	150	291,640	5
.....	22,755	.....	.....	51	145,000	838,650	.....	.....	1,555,100	25,240	29,285	74
R. ....	820	.....	.....	.....	.....	11,670	.....	.....	.....	.....	.....	.....
.....	5,050	.....	.....	.....	.....	247,250	725	.....	15,467,800	6,880	108,625	14
R.R. ....	210	.....	.....	.....	.....	80,780	8,770	80,000	10,294,800	10	53,700	4
.....	17,275	.....	1,180	.....	206,000	1,511,520	.....	.....	.....	29,020	14,880	.....
R.R. ....	950	.....	.....	.....	.....	2,450	.....	.....	.....	16,975	.....	.....
.....	2,450	100	56	.....	.....	8,480	440	.....	.....	5,510	.....	.....
.....	4,625	.....	778	.....	.....	18,240	.....	.....	.....	2,240	142,375	1
.....	1,880	.....	8	.....	.....	9,780	.....	80,000	.....	8,185	8,010	9
.....	7,545	.....	.....	.....	.....	8,980	700	.....	.....	119,080	.....	.....
.....	15,185	.....	.....	.....	65,000	7,520	10,920	6,188,800	.....	15,450	5,800	.....
.....	48,345	.....	.....	.....	.....	.....	6,120	1,115,000	.....	378,090	.....	.....
.....	17,840	.....	.....	.....	.....	420,850	.....	658,000	.....	19,310	.....	.....
.....	180,875	1,675	.....	.....	10,000	3,529,880	18,975	7,975,600	5,844,000	168,335	8,450	.....
.....	21,635	.....	.....	.....	105,000	.....	8,945	6,785,600	.....	17,275	8,500	.....
R. ....	840	.....	8	.....	524,000	.....	.....	241,000	.....	120	400	1
.....	1,000	.....	.....	.....	325,000	185,480	29,200	.....	.....	550	24,200	.....
R.R. ....	85,260	.....	.....	.....	943,000	1,808,280	8,605	.....	25,118,000	8,885	581,400	14
.....	15	.....	.....	.....	.....	670	.....	78,000	.....	.....	14,630	1
.....	50,746	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	651	.....	.....	.....	.....	10,200	.....	.....	.....	655	270	.....
.....	26,097	.....	.....	.....	.....	40,800	.....	.....	.....	115	2,885	.....
.....	8	.....	.....	.....	.....	8,500	205	.....	.....	505	155	.....
.....	.....	.....	.....	.....	.....	1,250	.....	.....	.....	.....	165	.....
.....	.....	.....	.....	.....	.....	800	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	2,184,115	.....	.....	.....	.....	.....	.....
Illinois	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Camb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Express	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	472,400	1,775	2,970	51	2,638,000	14,070,275	88,100	28,129,500	55,918,809	867,250	1,828,740	493

## TRADE AND COMMERCE OF

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, etc.	Cordage and Rope coils.	Cattle, head.	Castor Beans.		Cement,		Cheese, boxes.	Coal, tons.
			Sacks.	Bu. blk.	Sacks.	Bbls.		
.....	.....	87,636	.....	.....	8,360	470	.....	.....
.....	.....	161,575	.....	.....	527,865	18,906	16	11,970
.....	.....	317,037	.....	1,200	75,880	.....	.....	18,480
.....	.....	72,585	.....	.....	26,900	8,810	.....	210
.....	.....	4,145	.....	.....	.....	800	.....	270
.....	.....	883,428	.....	.....	154,235	4,735	115	330
.....	.....	4,463	.....	.....	.....	.....	.....	570
.....	.....	95,077	40	.....	100	1,850	165	21,870
.....	.....	28,586	.....	1,200	75,700	11,970	11,000	987,880
.....	.....	.....	.....	.....	11,790	515	.....	8,590
.....	.....	11,626	.....	.....	820	605	.....	788,450
.....	.....	11,708	.....	.....	7,700	3,000	45	192,290
.....	.....	5,188	.....	.....	184,870	41,005	10	785,200
.....	.....	4,289	.....	.....	79,120	41,800	.....	764,810
.....	.....	8,501	.....	.....	88,710	4,190	2,940	68,190
.....	.....	2,446	10,980	600	112,920	5,080	165	114,260
.....	.....	4,654	.....	1,200	68,735	11,985	620	878,100
.....	.....	8,101	.....	.....	198,480	8,010	766,265	210,410
.....	.....	2,285	.....	.....	33,550	1,890	.....	24,780
.....	.....	9,238	.....	.....	66,055	56,900	70	947,170
.....	.....	6,808	.....	.....	.....	.....	8,470	90
.....	.....	31,179	.....	.....	490,085	20,290	28,690	13,090
.....	.....	152	.....	.....	.....	.....	.....	1,750
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	8,543	.....	.....	.....	.....	.....	.....
.....	.....	12,041	.....	.....	.....	.....	.....	.....
.....	.....	2,388	.....	.....	.....	.....	.....	.....
.....	.....	196	.....	.....	.....	.....	.....	.....
.....	.....	124	.....	.....	.....	.....	.....	.....
.....	.....	21,373	.....	.....	.....	.....	.....	107,680
Driven.....	.....	1,209,121	11,020	4,200	1,982,575	282,270	606,800	4,765,110
Total.....	46,120	1,209,121	11,020	4,200	1,982,575	282,270	606,800	4,765,110

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, etc.	Coffee.		CORN.		Cornmeal bbls.	COTTON.		Cotton Seed, tons.
	Sacks.	Pkgs.	Sacks	Bushels.		Local. bales.	Through. bales.	
.....	535	875	.....	1,729,900	4,700	46	.....	.....
.....	87,355	1,525	22,818	8,167,100	110,865	95	.....	1,470
.....	5,815	.....	868	84,200	.....	11,809	71,217	526
.....	1,120	.....	.....	2,949,800	.....	.....	.....	.....
.....	.....	.....	200	24,800	.....	.....	.....	.....
.....	80	75	16,640	608,900	550	.....	.....	.....
.....	.....	.....	.....	.....	.....	557	59,677	.....
.....	106,900	.....	.....	5,400	.....	6,082	13,898	806
.....	62,120	830	.....	249,800	.....	15,918	271,470	1,840
R. R.	28,776	4,885	866	.....	.....	2,470	55	.....
.....	76,415	2,270	.....	.....	.....	.....	.....	.....
.....	41,400	15,700	.....	.....	.....	.....	.....	.....
.....	2,626	480	.....	.....	.....	.....	.....	.....
.....	18,060	.....	.....	.....	1,010	696	628	.....
.....	840	.....	.....	.....	.....	8,777	51,188	40
.....	28,830	400	.....	.....	19,116	20	.....	.....
.....	8,196	180	.....	.....	.....	.....	.....	.....
.....	780	20,200	.....	.....	1,480	.....	.....	.....
.....	4,710	86,075	10,400	728,600	69,000	.....	.....	.....
.....	1,266	.....	800	49,500	.....	.....	.....	.....
.....	780	2,820	.....	2,198,600	.....	.....	.....	.....
R. R.	6,296	1,060	.....	976,800	200	.....	.....	.....
.....	.....	.....	406	6,084,800	101,055	438	.....	.....
.....	.....	.....	.....	91,900	.....	4,140	61,414	126
.....	.....	.....	.....	2,700	.....	.....	.....	.....
.....	.....	26	25,316	.....	126	.....	.....	.....
.....	.....	.....	20,402	.....	.....	1,181	.....	840
.....	.....	.....	6,840	17,600	.....	.....	.....	.....
.....	.....	.....	4,862	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	908	.....	.....
.....	.....	.....	.....	400,000	.....	.....	.....	.....
Wagon.....	.....	.....	.....	20,717,900	807,620	47,687	529,945	5,240
Total.....	489,145	94,821	108,968	.....	.....	.....	.....	.....

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908--Continued.

By Railroad, River, etc.	Cotton-Seed Meal, tons.	Coke, tons.	Dried Fruit, pgs.	EGGS.		Flax Seed, Bu. blk.	Fish, pgs.	Flour, bbls.
				Pkgs., Local.	Pkgs., Thro.			
.....	960	850	594	1,021	216,816	81,600	.....	225,960
.....	75	.....	74,820	89,535	74,981	16,800	.....	619,276
.....	10	.....	2,908	110,983	4,407	21,000	.....	141,220
.....	.....	.....	13,262	44,856	27	.....	.....	268,960
.....	.....	.....	4	8,188	87,877	27,000	.....	150
.....	.....	.....	789	43,336	.....	.....	.....	52,680
.....	2,780	80	.....	.....	9,888	.....	.....	750
.....	13,515	415	86,631	4,805	.....	.....	.....	10,585
.....	1,266	3,110	12,185	4,012	.....	.....	.....	8,235
R. R.	.....	13,255	2,016	18	.....	.....	.....	.....
.....	.....	29,190	4,705	8,510	.....	.....	.....	4,180
.....	8,118	90	12	6,630	3,854	.....	.....	70
.....	.....	48,576	2,941	5,151	.....	.....	.....	20,270
.....	.....	16,316	11,826	2,956	.....	.....	8,298	175
.....	.....	205	846	171	.....	.....	6,070	82,415
.....	.....	24,470	2,480	8	.....	.....	.....	2,335
.....	.....	86,580	167	121	.....	.....	.....	44,485
.....	.....	2,580	28,685	9,449	.....	.....	83,755	74,175
.....	.....	2,285	.....	20	.....	.....	.....	16,875
.....	.....	.....	.....	.....	.....	.....	.....	197,260
.....	.....	.....	6,371	14,557	420	.....	.....	108,525
R. R.	45	165	2	63	1,000	27,000	8,628	579,750
.....	200	.....	.....	.....	.....	.....	.....	7,280
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	76	6,855	.....	.....	.....	14,705
.....	.....	.....	1,117	29,080	.....	.....	.....	5,728
.....	.....	.....	72	2,119	.....	.....	.....	2,910
.....	.....	.....	.....	1,359	.....	.....	.....	205
.....	.....	.....	.....	1,467	.....	.....	.....	.....
.....	.....	.....	.....	235,852	.....	.....	.....	.....
.....	21,918	203,465	206,351	511,918	847,790	179,400	46,725	7,340,806

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

THE CITY OF ST. LOUIS.

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By Railroad, River, etc.	Grease, lbs.	Glucose bbls.	High Wines & Whisky, bbls.	HAY.		Horses & Mules, head.	Hides, lbs.	Hogs, head.
				Local tons.	Through tons.			
Chicago & Alton R.R., Mo. Div	169,400	.....	156	4,320	515	5,813	8,819,010	80,579
Missouri Pacific R.R.	280,400	.....	160	12,605	24,430	14,653	4,839,520	204,795
St. Louis & San Francisco R.R.	.....	.....	.....	10,845	190	7,756	4,226,170	207,246
.....	78,700	260	.....	18,180	520	21,108	9,402,680	233,449
.....	.....	.....	.....	110	.....	299	84,170	22,893
.....	46,500	.....	.....	13,605	6,220	4,068	12,176,180	116,880
R.R.	.....	.....	.....	645	35	79	782,980	15,904
R.R.	.....	250	.....	420	260	2,489	5,627,200	67,807
R.R.	.....	.....	7,600	4,605	10	2,484	921,320	122,680
.....	17,300	.....	85,770	.....	.....	.....	111,170	.....
.....	.....	.....	3,600	240	.....	4,211	158,920	64,464
.....	.....	.....	.....	10	.....	687	682,420	44,456
.....	.....	.....	29,285	190	.....	455	49,110	29,411
.....	.....	.....	12,945	4,085	10	1,498	79,000	21,888
.....	.....	1,420	10,190	7,900	780	3,908	821,080	69,764
.....	.....	.....	300	10,225	1,975	1,575	.....	20,801
.....	.....	.....	7,265	3,785	6,155	2,080	11,780	18,602
.....	.....	140	480	17,625	3,845	2,161	76,300	23,004
R.	.....	.....	.....	12,675	8,415	485	.....	12,650
.....	.....	48,840	12,985	48,845	1,075	1,676	.....	44,601
.....	.....	.....	.....	27,690	8,800	7,778	33,380	64,389
R.R.	1,954,600	.....	470	39,510	1,365	87,291	7,141,540	195,020
.....	.....	.....	.....	.....	.....	19	80,000	259
.....	.....	.....	.....	10	.....	.....	.....	.....
Upper Mississippi River	25,000	.....	.....	2,264	.....	1,231	50,300	17,826
Lower	1,200	.....	.....	15	.....	1,095	825,880	62,856
Illinois	.....	.....	.....	132	.....	168	14,840	19,058
Missouri	.....	.....	80	.....	.....	19	6,400	1,571
Ohio, Camb. & Tennessee Rivers	.....	.....	10	.....	.....	8	11,400	8,248
Driven	.....	.....	.....	.....	.....	12,262	.....	16,686
Total	3,521,100	51,060	115,285	289,276	69,970	187,711	60,910,600	1,785,873



# RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

By Railroad, River, Etc.	Hops, bales	Iron & Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.	Leath'r rolls.	Lam- ons, pkgs.	Lumber.		Malt, shn.	Mdee. & Sund's	
								Carr.	M feet.		Pkgs.	Carr.
.....	2,942	510	.....	1,854,000	.....	.....	18,885	12	.....	.....	26,210	1,087
.....	.....	.....	.....	5,711,120	552,900	460	7,815	5,408	.....	.....	831,430	19,025
.....	.....	.....	.....	89,200	185,555	20	.....	4,025	.....	.....	248,529	8,680
.....	.....	.....	.....	891,000	.....	370	.....	264	.....	1,600	784,610	6,077
.....	.....	.....	.....	.....	.....	.....	.....	59	.....	.....	18,880	5,880
.....	.....	.....	.....	88,000	96,000	810	960	678	.....	.....	78,140	4,941
.....	.....	.....	.....	.....	.....	.....	.....	9,245	.....	.....	550	524
.....	.....	1,880	59,451	1,862,800	1,000,785	1,210	20,420	59,985	.....	.....	474,789	24,780
.....	1,784	11,450	.....	1,265,900	.....	7,055	570	18,197	.....	7,185	412,720	16,657
.....	.....	8,785	.....	21,700	.....	8,015	.....	68	.....	.....	230,840	1,619
.....	.....	1,445	.....	111,400	1,215	1,450	610	1,944	.....	.....	238,800	5,029
.....	.....	75	.....	611,400	.....	2,805	11,845	28,272	.....	600	265,610	5,858
.....	.....	18,658	.....	.....	.....	18,075	780	687	.....	775	370,640	8,486
.....	.....	1,860	.....	1,200	.....	85,685	.....	2	.....	.....	343,820	8,998
.....	.....	1,588	.....	1,891,800	.....	7,680	.....	526	.....	4,905	164,890	7,255
.....	107	2,490	207	.....	.....	129,135	6,140	25	.....	.....	1,772,700	16,035
.....	56	87,820	.....	.....	.....	32,050	4,815	204	.....	.....	1,100,980	12,007
.....	1,787	26,775	8,670	4,264,770	38,710	21,900	7,815	1,072	.....	189,800	1,787,950	6,787
.....	609	105,817	.....	.....	2,585	9,080	16,885	508	.....	5,085	949,470	6,012
.....	90	697	.....	.....	854,075	182,480	900	689	.....	.....	288,800	8,267
.....	.....	.....	.....	182,700	.....	2,490	.....	808	.....	.....	167,950	6,840
.....	.....	240	.....	9,381,000	225,780	10,255	81,885	1,889	.....	4,115	653,480	4,228
.....	.....	20	.....	.....	.....	.....	.....	1,953	.....	.....	6,910	228
.....	.....	.....	.....	121,000	.....	40	.....	.....	118	.....	94,600	28
.....	.....	.....	.....	4,500	.....	.....	.....	.....	18,424	.....	228,370	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	15,640	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	4,984	.....	2,220	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	76,840	.....
Ohio, Cumb. & Tennessee Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	7,500	208,667	68,828	26,797,880	2,407,605	468,400	125,905	128,847	17,914	218,778	10,915,250	180,524





## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad and River.	RYR.		Rice, pkgs.	Raisin, bbls.	R.R. Iron, tons.	SALT.			Seeds, shs & bbls.
	Sacks.	Bush.				Sacks.	Bbls.	Bulk cars.	
Chicago & Alton R.R., Mo. Div.....	...	18,560	390	.....	20	8,085	300	546	5,575
Missouri Pacific R.R.....	50	69,100	990	.....	.....	.....	.....	.....	.....
St. Louis & San Francisco R.R.....	.....	.....	8,895	.....	.....	59	126	.....	.....
Wabash R.R. (West), ..	.....	328,600	820	.....	.....	.....	.....	.....	16
R.....	.....	2,700	26,890	310	.....	885	.....	.....	631
.....	.....	.....	4,290	.....	.....	.....	.....	.....	.....
.....	.....	.....	28,840	180	1,640	140	.....	12	2,074
.....	.....	12,600	80,975	8,775	.....	10,460	60,645	288	.....
R.R.....	.....	.....	800	.....	.....	.....	40	.....	.....
.....	.....	.....	3,125	6,890	30	.....	.....	1	210
.....	.....	.....	47,165	70,200	50	90	1,000	100	908
.....	.....	.....	84,470	.....	.....	.....	.....	1	585
.....	.....	8,600	480	620	.....	240	3,990	4	2,299
.....	.....	.....	.....	.....	16,190	2,875	7,870	174	125
.....	.....	.....	.....	.....	126	4,965	16,010	176	50
.....	100	.....	.....	145	8,470	10,175	14,400	212	.....
.....	.....	5,400	.....	.....	64,895	225	64,465	100	.....
.....	.....	900	.....	.....	27,555	5,610	88,780	55	320
.....	.....	110,700	.....	.....	300	885	1,455	.....	.....
.....	.....	285,800	.....	.....	.....	1,100	6,960	20	4,620
R.R.....	.....	658,600	700	.....	.....	1,745	2,775	18	86,829
.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	890	.....	25	.....	.....	.....	.....	.....	1,627
Lower ".....	217	.....	.....	.....	2,166	.....	.....	.....	2,585
Illinois ".....	289	.....	.....	.....	.....	.....	.....	.....	229
Missouri ".....	8	.....	.....	.....	.....	.....	.....	.....	11
Ohio, Cumberland and Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	25
Total.....	974	1,826,700	226,165	81,860	131,290	47,690	218,765	1,702	64,702

## RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, etc.	Sheep, head.	Staves. M. Cars.	SUGAR.		Shin- gles. M.	Tallow, lbs.	Tar and Pitch. bbls.	TOBACCO.		
			Hhds.	Bbbs.				Hhds.	Pkg. Leaf.	M's Method. Pounds.
.....	26,167	.....	.....	1,550	.....	184,800	.....	.....	.....	.....
.....	48,841	17	2,036	7,185	6,309	1,875,100	.....	10	.....	.....
.....	134,044	69	600	1,200	.....	68,500	.....	.....	.....	.....
.....	62,740	1	70	470	.....	415,700	.....	.....	.....	.....
.....	3,934	8	.....	.....	.....	5,100	.....	.....	.....	.....
.....	88,724	.....	6,865	.....	.....	381,200	.....	2	.....	20,800
.....	1,228	684	.....	.....	540	.....	.....	.....	.....	.....
.....	21,514	1,736	51,870	25,025	8,865	218,700	1,020	188	.....	953,400
.....	81,052	856	217,855	229,700	.....	190,900	1,010	.....	200	88,500
.....	101	29	9,850	16,910	.....	.....	.....	13,325	159	8,987,978
.....	24,435	428	8,015	12,035	.....	187,500	4,205	8,819	418	175,200
.....	11,628	1,212	87,025	88,950	680	185,700	11,405	40	1,763	44,240
.....	10,889	85	1,815	1,066	.....	16,100	186	21,241	105	2,326,060
.....	8,427	215	2,700	425	.....	150,600	.....	7,472	2,127	2,080,700
.....	13,825	1	8,185	8,800	309	.....	200	.....	.....	6,400
.....	8,990	7	5,520	15,815	.....	68,000	1,200	1,808	1,264	1,188,880
.....	7,268	1	1,000	1,700	.....	10,100	.....	2,850	8,848	8,180,480
.....	4,677	26	5,260	24,670	.....	178,600	.....	684	1,667	1,128,910
.....	4,924	34	2,575	640	.....	.....	815	98	121	2,100
.....	6,524	5	18,025	15,920	420	1,000	.....	.....	.....	2,600
.....	9,970	.....	2,800	400	45,440	46,000	.....	.....	189	.....
.....	59,735	51	4,440	26,110	69,155	5,150,800	540	100	806	897,270
.....	28	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	4,801	92	30	.....	.....	457,800	111	.....	.....	68,200
.....	18,925	817	600	.....	1,175	171,500	.....	.....	.....	800
.....	4,044	.....	.....	.....	.....	13,400	20	.....	.....	.....
.....	854	.....	.....	.....	.....	600	.....	.....	.....	.....
.....	186	8	.....	.....	.....	1,500	.....	.....	.....	.....
.....	4,434	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	565,896	612	480,448	464,545	152,680	9,059,000	21,811	31,402	11,678	15,425,260



## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903.

Date—1903.	Apples, Bbbs.	Ale and Beer, Pkgs.	Bagging, Rolls.	Ban- anas, Cars.	BARLEY.		Butter, Lbs.	Beans, Pkgs.	Beef, Bbbs. & Tcs.	Barbed Wire, Lbs.	Canned Beef, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
					Sks.	Bush.							
January .....	23,020	280,585	21,372	76	1,033	15,240	971,460	22,437	668	6,812,180	88,130	23,707,550	95,555
February .....	26,400	269,150	21,165	68	10	3,410	1,023,575	23,917	2,384	4,623,200	75,500	25,273,500	93,415
March .....	37,794	370,640	13,510	127	129	13,810	1,088,080	23,947	51	5,649,800	82,500	28,476,300	104,827
April .....	23,971	428,115	14,255	120	61	21,880	717,490	22,830	17	4,892,600	123,250	21,885,050	98,440
May .....	15,430	513,590	9,415	159	285	7,655	916,915	18,700	267	5,489,500	267,450	32,448,850	97,930
June .....	9,975	500,135	6,905	119	10	7,300	532,475	14,605	41	5,823,375	219,850	18,941,250	92,280
July .....	7,915	663,300	11,865	98	.....	.....	747,655	14,885	180	5,164,055	135,720	31,544,905	119,295
August .....	7,655	653,230	14,260	99	235	1,250	530,275	13,220	107	4,745,030	109,585	37,633,030	104,965
September .....	10,555	681,705	12,480	69	631	6,180	837,560	15,745	220	4,023,400	41,590	41,168,650	96,874
October .....	26,310	593,775	11,850	59	435	15,270	1,022,385	19,810	1,863	4,534,700	24,250	43,143,650	103,185
November .....	33,220	423,655	9,655	56	574	75,135	966,260	25,065	13	4,328,700	85,800	34,878,100	103,420
December .....	27,915	390,755	8,890	43	595	116,560	1,250,040	24,405	8	3,968,800	88,850	34,739,300	106,150
Totals .....	250,160	5,768,635	155,932	1,093	4,048	233,650	10,654,150	239,566	5,799	60,060,390	1,342,475	373,340,225	1,216,336
By Railroad .....	247,886	5,697,560	147,342	1,093	3,855	233,650	10,625,035	231,832	5,289	58,928,190	1,342,475	373,041,275	1,190,214
" River .....	2,274	71,075	8,590	.....	193	.....	29,115	7,734	510	1,132,200	.....	298,950	26,122

TRADE AND COMMERCE OF

## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903--Continued.

Date--1903.	BRAN.		Cattle, Head.	Castor Beans, Sacks.	Cheese, Boxes.	Coal, Tons.	COFFEE.		CORN.		Corn- meal, Bbls.	Cotton, Bales.
	Sacks.	Cars, bulk.					Sacks.	Pkgs.	Sacks.	Busbels.		
January .....	122,135	86	21,290	.....	28,030	135,485	15,530	.....	30,189	3,384,801	29,628	115,163
February .....	112,060	64	16,506	.....	21,760	131,034	15,040	.....	38,210	3,071,300	43,392	68,269
March .....	154,003	95	18,997	.....	23,370	132,691	19,659	.....	78,562	2,992,901	43,610	77,574
April .....	101,050	100	15,425	.....	22,029	97,965	22,765	.....	40,736	1,860,156	30,283	67,177
May .....	106,050	93	18,487	.....	25,555	115,828	23,100	.....	12,005	1,649,245	31,790	26,445
June .....	52,995	24	18,266	.....	32,070	68,325	16,720	.....	15,200	783,830	22,305	11,978
July .....	110,460	27	50,115	.....	28,985	109,940	21,545	.....	28,596	1,346,380	26,475	5,836
August .....	146,955	33	38,106	.....	17,890	126,150	21,920	.....	10,430	815,605	15,835	2,896
September .....	248,100	39	46,898	1,200	21,760	139,692	19,425	.....	3,865	1,477,555	20,640	1,024
October .....	307,845	23	47,988	.....	28,925	168,240	20,045	.....	5,250	1,297,180	19,145	9,804
November .....	290,885	23	31,399	.....	24,980	147,638	22,590	.....	5,305	527,100	17,195	55,991
December .....	236,955	72	20,117	600	24,335	173,130	21,360	.....	2,755	620,330	15,945	110,907
Total .....	1,961,593	690	338,496	1,800	304,739	1,542,028	238,719	379,195	271,103	19,826,842	316,181	583,064
By Railroad .....	1,972,625	690	335,959	1,800	298,410	1,541,920	235,800	379,195	218,657	18,801,121	298,151	582,789
" River .....	8,968	.....	2,634	.....	6,329	106	12,919	.....	57,446	1,025,721	18,030	275



## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903—Continued.

DATE—1903.	Cotton- seed Meal, Tons.	Candles Boxes.	Dried Fruit, Pkgs.	Eggs, Pkgs.	Flaxseed. Bus. bulk.	Flour, Bbls.	Fertil- izer, Tons.	Grease, Lbs.	Hay, Tons.	Horses and Mules, Head.	Hides, Lbs.
January .....	3,490	18,020	30,930	29,045	1,000	234,791	8,125	530,600	10,230	14,132	9,732,500
February .....	2,235	18,081	24,935	23,795	1,005	283,028	5,285	217,000	10,776	13,857	8,778,400
March .....	3,020	17,809	30,345	97,615	550	296,992	6,280	311,500	11,361	12,802	10,164,500
April.....	1,330	11,795	33,930	178,040	.....	242,405	4,966	536,050	12,239	9,974	9,393,000
May.....	910	10,955	29,930	84,935	600	214,900	3,677	761,900	13,700	6,904	9,562,480
June .....	380	5,265	18,215	49,670	.....	126,120	2,643	339,700	4,198	3,629	5,816,500
July.....	895	9,270	23,485	65,905	1,150	213,350	3,505	659,090	9,112	6,144	6,607,450
August .....	245	8,225	19,515	38,485	1,105	260,915	3,525	1,081,525	8,487	8,217	6,471,300
September.....	1,015	14,470	24,810	24,515	4,065	333,155	4,253	437,500	7,488	9,994	8,112,100
October.....	1,331	10,660	30,400	27,825	3,435	332,770	3,155	678,675	9,738	13,645	11,955,200
November.....	3,528	21,700	39,455	32,370	2,825	299,075	3,275	600,300	8,869	8,328	13,264,500
December .....	4,496	23,350	37,835	29,200	.....	284,595	3,800	490,600	8,243	10,009	12,822,100
Totals.....	22,875	169,550	343,835	681,400	15,595	3,127,098	52,489	6,594,440	114,441	117,135	112,680,030
By Railroad.....	22,870	168,860	331,880	681,180	15,595	3,099,628	52,325	6,577,440	110,748	113,102	112,656,030
River .....	5	690	11,955	220	.....	27,470	164	17,000	3,693	4,033	24,000

TRADE AND COMMERCE OF

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1903—Continued.

DATE—1903.	Horniny and Grits, Bbls.	Hogs, Head.	Lard, Lbs.	Lead, Pigs.	Lemons Boxes.	LUMBER.		Malt, Sacks.	MDSE & SUNDRIES.		Melons, Cars.	MOLASSES.	
						Cars.	M ft.		Packages.	Cars.		Bbls.	Kegs.
January .....	5,835	18,051	6,874,890	174,210	8,875	5,261	15	13,415	3,134,750	20,377	.....	16,749	3,636
February .....	7,875	18,277	5,937,550	238,605	7,865	5,581	5	16,000	2,953,340	17,740	.....	23,665	2,814
March .....	11,381	27,060	6,071,445	236,560	10,145	6,475	92	16,520	3,361,040	21,113	.....	17,246	3,185
April.....	11,807	24,335	5,919,205	177,021	6,565	6,657	141	14,840	3,303,445	20,775	.....	19,546	3,680
May.....	10,245	21,940	6,113,950	249,195	8,515	7,458	241	13,042	3,090,227	20,189	.....	14,310	3,900
June.....	8,530	27,490	4,807,250	71,226	4,200	3,969	95	14,980	2,511,685	15,931	4	11,235	2,450
July.....	9,960	35,236	6,078,110	122,870	10,480	6,665	135	20,345	3,492,065	22,595	147	9,405	4,185
August .....	11,482	32,820	5,779,410	161,043	11,720	7,054	213	15,104	3,486,985	21,432	668	8,628	3,870
September.....	11,360	26,064	4,069,510	117,834	9,740	8,362	313	17,320	3,621,718	22,163	206	7,810	6,020
October.....	15,230	27,182	7,521,000	142,265	8,645	8,986	314	21,145	3,742,445	23,033	1	10,195	4,955
November.....	14,620	6,855	7,553,150	123,969	8,785	7,934	263	17,610	3,324,400	20,602	.....	9,115	5,440
December .....	16,150	6,636	7,340,400	164,756	13,665	7,170	9	20,590	3,731,400	21,695	.....	10,285	4,725
Total.....	133,975	267,000	79,065,870	1,979,554	109,200	81,572	1,836	200,911	39,753,500	247,645	1,026	153,189	48,860
By Railroad ....	133,095	266,508	78,269,080	1,970,895	109,200	81,572	.....	198,726	37,845,550	247,645	1,028	156,907	48,450
“ River.....	880	492	796,790	8,659	.....	.....	1,836	2,185	1,907,950	.....	.....	1,282	410

THE CITY OF ST. LOUIS.

## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903—Continued.

DATE—1903.	Nails, Kegs.	OATS.		Oil Cake, Tons.	Onions, Pkgs.	Oranges, Bxs. & Bbls.	ORE.		Pig Iron, Tons.	PORK PRODUCT.		
		Sacks.	Bushels.				Iron, Tons.	Zinc, Tons.		B'd Pork, Bbls.	Hams, Lbs.	Meats, Lbs.
January .....	95,210	40,026	1,465,743	76	17,929	58,980	30	2,835	21,185	1,941	8,927,800	22,524,100
February .....	73,520	17,623	1,697,335	85	13,185	46,060	55	2,965	15,265	527	5,734,670	23,759,200
March .....	93,046	46,555	1,772,415	83	17,295	86,790	20	5,505	19,735	355	4,477,425	26,905,280
April.....	106,060	20,526	1,444,275	44	12,580	56,240	25	4,770	24,160	255	4,185,510	21,600,150
May.....	80,455	23,076	985,065	12	14,885	54,675	35	4,585	22,365	246	9,044,700	22,816,750
June .....	56,120	10,805	512,980	.....	13,985	14,770	60	2,085	9,665	133	4,528,765	14,419,460
July .....	83,135	8,245	1,191,275	4	7,580	12,765	95	3,745	15,430	80	4,674,200	16,858,170
August .....	55,904	8,805	739,215	139	7,965	11,825	542	3,890	10,683	115	4,851,395	17,204,005
September.....	60,534	7,535	720,065	20	8,240	10,115	895	3,605	11,970	235	4,649,010	24,574,300
October.....	63,125	9,785	952,620	295	7,640	9,545	.....	4,050	9,110	155	7,046,700	24,387,500
November.....	62,645	7,850	621,780	30	5,940	35,115	105	3,490	10,725	230	5,784,200	17,097,600
December .....	62,835	5,080	896,755	186	7,370	83,160	20	4,190	8,465	10	4,445,100	17,890,000
Totals.....	892,589	205,921	13,049,543	974	134,594	480,040	28,944	45,705	178,753	4,232	63,349,475	250,037,115
By Railroad .....	872,898	149,965	13,049,543	974	131,634	480,040	28,944	45,705	178,753	3,513	62,524,715	247,309,035
River . . . . .	19,691	55,926	.....	.....	2,960	.....	.....	.....	8	469	824,700	2,728,080

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1903—Continued.

DATE—1903.	POTATOES.		RYE.		Rice, Pkgs.	SALT.			Sheep, Head.	SUGAR.		
	Pkgs.	Bushels.	Sacks	Bushels.		Sacks.	Barrels.	Cars, Bulk.		Hbds.	Bbbs.	Bags.
January .....	29,015	63,825	10	138,185	19,414	3,450	15,963	7	2,601	267	38,074	28,428
February .....	26,745	86,955	1	100,005	16,330	2,857	18,745	4	754	30	26,960	17,423
March .....	32,878	72,010	17	202,425	20,835	3,190	13,262	4	599	40	22,542	20,079
April.....	24,775	42,410	5	145,535	21,960	4,100	12,420	11	6,989	.....	23,632	24,792
May.....	24,495	59,710	247	46,350	20,540	3,450	13,330	60	12,484	19	23,890	26,526
June .....	42,700	40,930	130	6,260	12,345	2,450	7,700	15	19,672	.....	14,890	21,860
July.....	45,600	55,420	284	33,915	13,810	5,105	15,020	18	10,827	43	23,860	25,830
August.....	24,580	35,420	705	46,565	20,290	4,100	16,080	7	13,443	.....	23,105	24,540
September.....	16,773	46,650	925	73,110	14,465	6,615	25,145	9	4,630	.....	24,131	21,480
October.....	18,450	57,055	480	98,615	28,635	5,130	22,290	8	5,176	.....	25,795	27,290
November .....	15,500	48,680	555	99,925	35,235	5,545	23,585	8	2,014	1	22,215	24,145
December .....	17,790	53,980	83	87,790	39,335	4,770	28,655	19	4,789	.....	30,730	29,165
Total.....	319,301	663,045	3,438	1,078,680	263,194	50,762	212,195	165	83,978	400	299,824	291,553
By Railroad.....	306,673	663,045	1,912	1,078,680	260,379	47,895	203,818	165	83,393	323	288,465	274,087
“ River.....	12,628	.....	1,526	.....	2,815	867	8,377	.....	585	77	11,359	17,471

## TRADE AND COMMERCE OF

## MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903—Continued.

Date—1903.	Soap, Boxes.	Sour- kraut, Pkgs.	Tallow, Lbs.	Tobacco Hhds.	Tobacco, Manufact'd, Pounds.	WHEAT.		Whisky and High- wines, Bbls.	Wool, Pounds.	White Lead, Pounds.	Zinc and Spelter, Slabs.
						Sacks.	Bushels.				
January .....	115,475	11,600	1,004,600	61	8,070,435	350	1,638,525	9,872	1,508,720	6,945,715	173,421
February .....	115,445	9,400	35,000	144	6,876,130	.....	1,377,805	9,591	690,200	8,650,700	227,185
March .....	143,287	7,100	441,000	282	7,290,400	24,686	1,881,245	10,718	1,775,400	7,578,850	363,250
April .....	144,975	4,365	1,148,700	205	8,608,935	8,947	2,682,655	11,518	1,425,070	7,041,685	251,515
May .....	143,350	1,820	919,000	309	8,905,345	2,764	1,874,500	8,724	2,008,800	7,076,525	184,025
June .....	109,700	1,135	804,500	.....	6,977,910	220	377,610	5,654	1,820,080	5,276,050	65,620
July .....	125,575	1,765	605,420	27	10,581,335	287	1,167,900	9,337	2,950,045	8,653,790	195,485
August .....	100,885	1,755	871,350	180	8,782,905	2,050	1,263,775	10,169	2,501,185	7,756,840	195,140
September .....	90,015	9,935	1,458,000	46	7,001,055	935	1,780,120	8,436	1,510,390	5,961,125	209,695
October .....	100,230	13,595	3,262,350	160	6,153,750	1,390	2,124,150	8,072	1,720,600	6,413,250	273,375
November .....	104,830	5,770	1,950,550	32	8,752,450	1,555	1,240,770	9,861	1,554,500	5,393,600	254,535
December .....	98,505	5,060	1,837,850	63	11,713,000	12	1,351,015	9,620	1,566,600	4,159,400	235,750
Totals .....	1,392,272	73,390	13,928,320	1,509	99,708,650	43,196	18,709,570	111,572	21,031,610	80,907,480	2,631,896
By Railroad .....	1,376,570	73,390	13,926,720	1,487	99,507,475	3,263	16,965,850	108,027	21,030,110	78,362,070	2,631,896
River .....	15,702	.....	1,600	22	201,175	39,933	1,724,220	3,545	1,500	2,545,410	.....

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903.

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolls.	Bana- nas, Cans.	BARLEY.		Butter, lbs.	Beans, pgs.	Beef, bbls. and tos.	Barbed Wire, lbs.	Canned Beef, lbs.
					Sacks.	Bush.					
.....	1,805	7,255	.....	.....	.....	.....	.....	80	.....	2,865,000	.....
.....	6,857	1,184,800	886	9	.....	.....	67,705	9,840	.....	19,867,000	.....
.....	1,670	220,535	3,153	143	.....	6,115	78,275	20,685	.....	8,257,700	17,800
.....	240	20,636	.....	.....	.....	.....	1,940	1,160	.....	854,000	8,880
.....	19,115	242,255	60,205	25	.....	.....	560	25,925	.....	14,219,000	.....
.....	18,985	123,555	5,500	.....	.....	800	242,180	26,625	.....	5,888,205	104,250
.....	27,005	87,125	8,710	1	.....	.....	10,840	1,185	2,255	981,185	800
R ..	67,036	1,555,985	67,110	.....	2,520	2,625	1,560,156	25,670	245	5,371,880	688,835
.....	55	1,715	90	.....	.....	.....	980	135	.....	291,600	6,800
.....	78,780	.....	.....	5	.....	5,765	606,750	61,220	.....	58,000	29,100
R.R.	1,106	.....	.....	.....	.....	54,880	8,650	256	.....	.....	24,850
.....	6,680	.....	.....	.....	.....	80,705	186,860	8,320	.....	.....	86,500
.....	3,800	.....	.....	.....	.....	.....	300	25	.....	1,200	.....
.....	520	.....	.....	.....	1,800	181,900	4,220	5,445	45	81,800	.....
.....	2,075	.....	.....	2	.....	.....	27,280	2,215	.....	39,300	52,490
.....	.....	.....	.....	.....	.....	.....	185,800	65	.....	23,800	115,400
.....	280	.....	.....	24	.....	.....	79,900	5,007	.....	50,000	.....
.....	1,270	.....	.....	1	.....	1,860	48,345	9,840	175	20,200	42,900
.....	14,850	.....	.....	18	.....	.....	7,486,425	29,260	690	1,817,845	.....
R..	180	.....	.....	.....	.....	.....	.....	1,600	1,960	.....	181,500
.....	142	.....	.....	80	.....	.....	.....	2,960	5	680,600	500
.....	310	.....	.....	708	.....	.....	.....	400	.....	.....	.....
.....	2,455	.....	.....	152	.....	.....	1,980	80	.....	4,492,885	18,000
R.R.	260	.....	.....	.....	.....	.....	11,500	2,500	955	312,000	.....
.....	1,746	.....	.....	.....	19	.....	16,815	5,546	117	682,000	.....
.....	20	.....	.....	.....	175	.....	100	245	6	55,000	.....
.....	125	.....	.....	.....	.....	.....	550	415	5	61,650	.....
.....	128	.....	.....	.....	10	.....	150	828	15	21,600	.....
Ohio, Oumb. and Tenn. Rivers. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail and River .	260,100	.....	.....	1,006	1,006	268,850	10,854,100	289,586	5,799	60,080,880	1,843,475

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

Boats and Rivers. Cases.	BRAN.		Cattle, head.	Castor Beans, Sacks.	Cheese, boxes.	Coal, tons.	COFFEE.		CORN.	
	Sacks.	(are, blk.					Sacks.	Pkgs.	Sacks.	Bushels.
11,445	...	...	8,216	1,200	9,510	9,810	2,100	2,105	...	...
70,820	11,635	...	5,448	...	9,515	54,190	26,845	26,450	255	265,236
58,705	17,130	4	6,982	...	21,855	116,505	31,850	22,300	405	34,920
8,555	...	2	165	...	980	62,885	7,080	2,850	20	3,600
407,805	2,750	...	1,122	...	8,220	577,140	880	86,180	4,850	77,400
38,935	2,570	...	2,345	...	18,700	17,900	85,205	17,455	822	46,610
51,804	8,980	32	45	...	88,915	40	685	6,740	545	82,280
180,120	38,210	385	1,861	...	122,080	848,995	28,480	78,105	1,045	1,246,948
885	15	...	50	...	185	8,245	7,625	835	30	540
91,360	68,420	6	7,181	...	20,750	7,275	27,400	41,080	280	2,061,710
20,455	1,500	...	...	...	885	...	8,500	1,775	260	1,739,840
66,475	72,480	4	10,182	...	28,450	...	7,790	4,455	20,165	2,289,826
5,525	8,265	...	2,846	...	275	78	7,850	45	176,304	4,811,154
9,995	25,710	167	7,018	600	8,100	810	2,470	1,850	550	2,912,878
12,680	79,950	...	28,598	...	2,715	...	8,780	10,985	500	444,258
18,635	858,640	6	74,826	...	...	...	5,380	8,985	2,885	198,090
12,660	216,680	32	81,729	...	890	70	2,580	8,150	...	506,458
25,200	83,775	21	45,949	...	4,790	195	4,200	9,165	800	218,860
26,655	614,675	...	68,804	...	19,595	6,110	15,455	14,780	4,838	593,540
...	622,660	20	18,532	...	...	8,685	...	...	...	647,810
28,260	8,950	1	18,437	...	50	8,780	5,100	995	...	6,400
...	800	...	6,908	...	700	142,755	2,050	1,515	...	9,280
51,900	400	...	2,729	...	7,250	171,770	80,280	48,885	800	15,300
4,420	255	...	1,085	...	2,515	14	6,600	...	10	...
17,945	7,968	...	1,264	...	8,072	64	4,800	...	85,806	1,025,721
...	...	...	22	...	280	4	200	...	...	...
890	825	...	280	...	890	1	725	...	...	...
2,637	450	...	8	...	122	5	404	...	21,858	...
1,216,888	1,961,568	690	809,408	1,800	804,788	1,542,028	268,710	879,108	271,108	19,628,842

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903--Continued.

THE CITY OF ST. LOUIS.

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RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed, Bu. bbl.	Flour, bbls.	Fertilizer, tons.	Grease, lbs.
.....	.....	14	20	.....	.....	600	.....	300	96	.....
.....	2,960	.....	860	61,620	10,490	400	.....	25,167	260	.....
.....	.....	.....	315	18,420	18,205	.....	.....	1,070	.....	.....
.....	.....	4	.....	165	8,805	.....	.....	915	1,115	.....
.....	40	.....	.....	2,940	.....	1,090	.....	16,840	265	425,000
.....	2,649	.....	20	21,450	10,155	1,320	.....	42,020	815	80,000
.....	8,626	.....	.....	280	2,858	.....	.....	17,035	140	.....
.....	158,240	107	985	9,280	59,175	19,280	400	504,202	11,485	40,000
.....	10	.....	.....	5	800	.....	.....	796	.....	.....
.....	117,987	7,861	.....	9,615	62,235	2,465	.....	777,915	20,610	46,800
S. E. R.	175	872	.....	.....	6,025	.....	.....	165,840	1,060	.....
.....	8,770	1,174	16	.....	6,850	950	.....	99,969	5,190	.....
.....	1,190	.....	.....	.....	55	.....	.....	887,210	160	.....
.....	5,005	38,314	.....	655	10,490	82,636	.....	157,174	7,165	.....
.....	80	18,299	1,860	670	40,900	5,185	.....	172,215	1,485	1,065,900
.....	30	78,023	2,555	.....	.....	39,640	8,800	58,205	2,890	72,900
.....	980	66,910	1,060	265	8,865	20,765	800	205,805	55	1,311,800
.....	2,145	20,278	10	4,660	8,945	16,620	.....	57,045	205	459,100
.....	.....	57,452	6,678	11,065	86,545	617,285	5,786	190,765	16	2,524,640
.....	1,600	162,709	2,160	.....	1,160	17,945	.....	207,890	825	.....
.....	40	96,496	890	220	1,110	225	.....	4,490	.....	.....
B.	.....	12,918	1,920	.....	.....	.....	.....	8,050	.....	.....
.....	1,615	4,579	4,688	28,770	1,860	4,480	.....	5,895	.....	.....
.....	96	96	8	340	8,945	105	.....	885	8	825
.....	17,807	.....	1	840	7,725	85	.....	28,618	72	14,025
.....	.....	.....	.....	5	80	.....	.....	115	9	2,450
.....	30	178	.....	5	85	80	.....	180	1	.....
Rivers..	598	2	1	.....	170	.....	.....	2,672	80	.....
Total by Rail and River.....	816,101	568,004	22,675	169,550	848,835	681,400	15,565	8,127,096	52,469	6,894,440



## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

BY RAILROAD AND RIVER.	Hay, tons.	Horses and Mules, head.	Hides, lbs.	Eggs, bbls.	Hogs, head.	Lard, lbs.	Lead, Pigs.	Lemons, boxes.	Lumber, Cords.	Lumber, M feet.	Malt, Bushels.
.....	6,485	128	.....	.....	1,267	16,488,010	40	820	826	.....	1,260
.....	1,410	780	.....	2,585	467	16,488,010	2,200	2,690	13,897	.....	10
.....	555	1,096	727,560	50	5,850	94,190	5,525	18,005	4,054	.....	6,265
.....	5,909	843	.....	40	.....	61,900	805	485	591	.....	15
.....	105	1,551	.....	89,805	90	491,800	1,000	500	2,847	.....	8,000
.....	480	847	70,800	8,195	1,422	586,370	.....	4,600	967	.....	4,225
.....	25,540	94	.....	25	8	413,160	10	10	1	.....	4,765
.....	375	6,117	8,645,000	16,100	60	8,874,600	6,160	20,890	267	.....	68,065
.....	11,115	21	.....	10	.....	4,690	10	60	95	.....	1,490
.....	1,015	17,820	6,151,000	64,150	8,115	12,306,200	10,890	10,150	2,864	.....	79,900
.....	18,725	5	368,500	.....	.....	655,200	69,805	45	46	.....	.....
.....	17,598	84,684	778,500	950	586	2,168,100	5,825	410	180	.....	8,750
.....	8,975	6,483	779,900	2,705	8,564	5,928,100	470	5	46	.....	.....
.....	285	1,108	18,155,800	.....	5,861	1,268,700	6,890	125	606	.....	9,165
.....	505	6,761	8,890,200	.....	61,851	8,027,200	66,780	9,570	1,551	.....	1,800
.....	205	5,534	7,621,400	.....	5,515	6,828,900	69,605	.....	5,904	.....	2,700
.....	615	5,552	8,854,800	250	25,440	2,184,300	822,800	5,925	5,715	.....	1,165
.....	750	17,891	7,029,400	250	50,154	429,850	92,755	12,080	6,165	.....	1,560
.....	800	8,155	47,888,250	.....	7,430	19,084,800	675,605	7,165	17,745	.....	.....
.....	.....	2,251	9,988,700	.....	52,094	8,229,400	209,055	.....	2,568	.....	.....
.....	.....	651	435,800	20	1,508	900	873,800	.....	9,755	.....	.....
.....	200	1,264	81,900	.....	9,898	146,100	2,140	5,070	8,853	.....	.....
.....	170	713	97,700	2,905	2,696	69,500	5,485	2,066	8,409	.....	8,570
.....	40	787	17,500	100	848	59,850	7,525	.....	.....	1,119	115
.....	8,245	2,097	6,500	685	128	674,945	986	.....	.....	878	2,079
.....	20	57	.....	56	.....	5,000	100	.....	.....	91	.....
.....	.....	281	.....	6	19	15,000	45	.....	.....	729	.....
.....	888	241	.....	53	2	42,206	.....	.....	.....	19	.....
Ohio, Cumberland & Tenn. Rivers..	114,441	117,185	112,660,080	126,875	267,000	79,038,870	1,979,554	108,200	61,872	1,886	298,911
Total by Rail and River.....	114,441	117,185	112,660,080	126,875	267,000	79,038,870	1,979,554	108,200	61,872	1,886	298,911

# SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

BY RAILROAD AND RIVER.	MISCELLANEOUS & SUNDS.		Mel- ons. Carr.	MOLASSES.		Nails, kegs.	OATS.		Oil Cake, Tons.	Onions, pkgs.	Oranges, boxes & bbls.	ORE—Tons	
	Packages.	Cars.		Bbls.	Kegs.		Sacks.	Bushels.				Iron.	Zinc.
...	29,880	1,821	...	...	...	77,859	...	...	...	715	...	...	...
...	4,247,900	28,745	...	1,518	1,229	272,265	...	889,545	20	6,126	1,385	20	...
...	7,251,575	28,440	184	15,110	17,700	25,985	8,120	145,520	...	17,750	19,025	...	...
B.	...	2,112	...	76	45	1,705	165	72,850	...	1,095	...	...	...
...	8,554,115	46,888	8	70,070	...	78,960	18,185	6,940	...	27,475	505	27,590	68
...	428,775	7,808	8	9,885	12,189	56,595	18,633	49,405	15	4,185	3,510	20	...
...	1,239,331	6,756	...	785	290	9,265	46,992	232,755	...	8,145	550	...	...
B.	2,917,284	31,235	16	6,630	6,870	108,780	5,195	1,502,745	121	25,510	28,415	...	...
...	45,980	618	...	20	80	2,350	378	2,790	...	90	60	...	...
...	7,005,760	10,440	16	18,725	5,215	119,180	...	4,790,900	...	15,320	18,070	...	29,865
B.	205,680	1,865	...	...	60	85	...	141,615	...	40	485	...	...
...	801,350	7,261	4	400	60	5,290	12,468	1,469,585	...	3,065	7,270	85	...
...	1,220,194	7,618	...	115	5	610	42,059	5,305,833	...	10	545	...	...
...	685,200	7,002	3	1,115	660	2,695	...	305,265	103	235	20,915	713	579
...	166,800	5,799	1	1,850	485	4,145	...	18,940	116	1,115	95,800	...	...
...	202,199	6,432	24	4,458	...	15,085	...	8,250	...	635	34,350	25	...
...	1,016,945	5,611	29	745	1,467	2,640	...	22,000	485	980	91,400	...	20
...	839,298	7,792	65	2,680	1,455	15,285	...	24,430	20	2,785	105,820	457	75
...	1,632,565	15,640	192	12,890	1,025	89,140	86	1,875	75	14,285	87,075	...	...
...	558,825	2,543	...	40	20	...	...	12,070	75	...	...	65	60
...	316,945	8,505	3	785	25	8,800	...	...	...	564	340	...	...
...	262,900	4,572	68	12,700	...	150	...	...	...	...	21,065	25	15,460
...	8,012,035	15,945	152	2,680	165	51,025	3,720	9,120	...	740	11,480	25	60
...	494,915	...	...	580	250	6,726	510	...	...	1,825	...	...	...
...	1,239,875	...	...	751	130	9,452	54,152	...	...	965	...	...	...
...	28,990	...	...	50	80	245	220	...	...	55	...	...	...
...	68,890	...	...	20	...	1,145	265	...	...	270	...	...	...
...	91,800	...	...	81	...	2,144	989	...	...	145	...	...	...
Ohio, Cumberland and Tenn. Rivers.	...	...	...	...	...	...	...	...	...	...	...	...	...
Total by Rail and River.....	29,738,500	247,645	1,026	185,189	48,880	892,589	205,321	13,049,545	974	184,894	480,040	29,944	45,705

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903--Continued.

BY RAILROAD AND RIVER.	Pig Iron, tons.	FORK PRODUCT.			POTATOES.		RYE.		Wheat, bushels.
		B'd Pork bbls.	Hams, pounds.	Meats, pounds.	Pkgs.	Bush.	Sacks.	Bush.	
.....	400	.....	26,000	.....	180	.....	.....	.....	.....
.....	81,200	711	3,202,430	782,680	10,805	8,345	.....	.....	7,885
.....	8,800	.....	26,000	.....	46,675	2,360	.....	.....	18,525
E.....	.....	.....	8,400	70,520	1,880	5	.....	.....	445
.....	600	.....	.....	608,000	28,180	.....	80	.....	18,870
.....	2,575	97	309,430	447,050	4,160	2,440	942	.....	355
.....	50	.....	14,100	2,296,510	16,743	5,205	48	.....	18,880
.....	275	785	8,887,200	44,289,540	80,670	841,870	80	.....	120
.....	110	5	1,000	27,920	260	4,580	820	.....	59,345
E.R.....	696	586	6,146,500	108,020,700	90,150	220,435	.....	12,285	200
.....	205	.....	1,865,815	2,510,800	20	510	.....	208,085	120
.....	.....	6	16,807,910	9,869,800	8,740	19,010	.....	64,950	10
.....	.....	.....	477,800	20,284,880	200	.....	.....	85,855	145
.....	4,425	16	282,780	5,081,900	840	11,000	73	584,465	18,085
.....	450	.....	607,650	1,965,100	6,766	2,580	220	184,235	4,550
.....	25,875	810	1,808,800	4,199,980	18,010	5,505	.....	2,435	4,587
.....	1,450	.....	882,500	4,828,900	200	19,405	.....	29,625	12,215
.....	940	90	98,240	728,800	4,920	15,675	.....	14,115	79,190
.....	2,680	.....	20,808,840	20,490,886	27,185	1,080	.....	.....	1,240
.....	485	50	6,856,670	14,887,500	200	430	.....	11,980	1,415
.....	82,845	10	1,000	.....	260	.....	.....	.....	11,450
.....	66,685	700	41,900	7,456,800	7,280	5,040	.....	.....	8,750
E.R.....	12,010	.....	118,600	269,900	8,500	2,770	.....	.....	1,080
.....	5	529	99,250	300,400	2,280	.....	85	.....	1,425
.....	.....	184	686,626	2,241,860	8,766	.....	1,116	.....	105
.....	.....	.....	8,500	5,000	245	.....	.....	.....	60
.....	.....	.....	9,700	88,800	260	.....	.....	.....	95
.....	.....	.....	15,685	242,520	315	.....	.....	.....	.....
.....	.....	6	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tennessee Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail and River.....	179,769	4,282	68,849,475	250,087,115	919,801	665,045	8,488	1,078,680	263,194

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

BY RAILROAD AND RIVER.	SALT.		Sheep, head.	SUGAR.			Soap, bxs.	Sour- kraut, pkgs.	Tallow, lbs.	Tobacco, co. bbls.
	Sacks.	Bbls.		Hhds.	Bbls.	Bag.				
.....	410	508	872	..	2,440	4,225	14,155	40	.....	.....
.....	.....	41,175	1,900	.....	29,250	17,726	218,570	7,705	.....	.....
R. ....	.....	4,180	6,743	.....	26,160	95,800	20,810	140	.....	.....
.....	95	195	1	.....	1,315	1,765	1,865	850	.....	.....
.....	220	75,850	658	.....	88,870	29,180	79,545	8,555	.....	.....
.....	12,590	89,630	635	1	84,898	81,110	128,665	9,895	.....	74
.....	1,885	8,965	.....	.....	917	50	21,615	10,540	.....	.....
R. R. ....	6,145	12,000	976	31	10,605	16,945	221,630	16,690	263,520	7
.....	180	976	.....	.....	270	1,140	405	60	100	.....
.....	26,895	8,760	8,866	.....	10,645	38,785	187,780	16,575	1,729,100	98
R. R. ....	.....	.....	.....	.....	120	25	16,840	180	.....	.....
.....	26	.....	8,896	.....	776	691	18,510	485	46,100	1
.....	.....	216	2,419	.....	95	17	18,085	.....	.....	.....
.....	226	1,210	2,201	14	1,615	235	44,710	110	508,850	610
.....	110	240	8,181	.....	5,832	4,700	20,855	2,640	788,700	80
.....	.....	826	15,766	.....	13,635	11,515	28,570	.....	1,128,500	70
.....	986	960	8,496	.....	2,685	1,763	11,765	15	1,884,000	154
.....	795	2,966	1,969	2	6,975	8,280	16,430	15	131,500	146
.....	65	1,360	29,494	.....	20,225	18,760	193,840	1,210	7,869,800	94
.....	.....	.....	1,807	.....	.....	.....	545	.....	.....	.....
.....	810	685	2,352	.....	8,960	1,280	50,045	.....	.....	.....
.....	.....	1,050	1,887	.....	27,505	5	120	.....	.....	.....
R. R. ....	.....	6,715	1,535	285	45,425	60,750	111,755	245	.....	18
.....	400	1,025	802	.....	4,800	6,785	5,055	.....	.....	10
.....	427	6,527	258	40	5,760	9,786	9,235	.....	1,600	12
.....	20	550	.....	16	190	815	260	.....	.....	.....
.....	.....	835	34	.....	425	490	660	.....	.....	.....
.....	20	80	1	22	894	85	263	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total by Rail and River.....	50,762	212,195	98,979	400	298,524	291,558	1,392,272	78,890	18,928,520	1,609

## SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1908—Concluded.

BY RAILROAD AND RIVER.	Tobacco, manufg'd lbs.	WHEAT.		Whisky & High- wines, bbls.	Wool, lbs.	White Lead, lbs.	Zinc and Spelter slabs.
		Sacks.	Bushels.				
.....	182,196	...	...	6,067	...	415,735	888
.....	19,685,750	...	11,630	12,670	...	12,801,000	...
.....	9,028,440	...	8,945	21,589	68,500	1,314,800	...
.....	69,200	...	...	455	100	66,900	...
.....	8,671,800	806	1,600	15,510	...	10,450,400	...
.....	2,265,800	...	48,630	5,790	...	1,208,350	...
.....	1,518,505	...	1,100	1,880	900	611,850	...
.....	4,005,620	827	728,680	5,575	1,140	5,008,985	56,475
.....	22,680	...	3,540	280	...	2,300	...
.....	9,247,800	...	5,273,200	8,855	28,000	7,632,900	800
.....	268,470	...	1,155,065	170	4,865,315	1,175,265	...
.....	951,620	980	5,406,895	1,600	11,000	688,750	...
.....	12,800	...	1,878,315	80	...	14,500	...
.....	613,805	...	2,516,626	1,275	...	707,610	...
.....	8,768,880	...	288,900	...	8,552,500	1,914,800	1,546
.....	1,936,125	1,216	99,910	100	800,800	5,688,825	817,170
.....	2,154,500	...	420,415	1,240	139,200	405,600	126,715
.....	8,898,475	414	173,973	1,055	2,483,970	204,200	405,600
.....	15,472,860	12	66,645	4,005	98,880	1,445,800	268,080
.....	100,700	...	68,420	...	5,264,975	12,617,500	551,440
.....	12,115,100	...	14,620	265	...	8,226,505	904,051
.....	8,405	...	58,970	265	147,000	646,800	1,165
.....	9,444,260	...	678,570	18,110	57,800	146,800	...
.....	86,725	...	...	1,287	788,680	8,632,985	580
.....	104,270	8,946	1,734,230	1,983	1,500	1,948,985	...
.....	8,750	...	...	68	...	888,875	...
.....	8,300	20	...	208	...	10,000	...
.....	2,180	51,555	...	38	...	206,050	...
.....	90,708,650	48,126	18,700,670	111,573	21,081,618	80,907,400	2,681,880
Total by Rail and River. ....							

GRAND COMMERCE AND INDUSTRY OF ST. LOUIS.

## DECEASED, 1903.

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BARRY, THOS. J., . . . . .	August 17th.
BARUTIO, B., JR., . . . . .	March 20th.
BERGMANN, B. C., . . . . .	July 22nd.
BLAKELY, JNO. W., . . . . .	June 16th.
BLOSSOM, C. D., . . . . .	July 28th.
BOHLE, LOUIS C., . . . . .	February 16th.
DUNHAM, JOHN S., . . . . .	June 27th.
GRUENSFELDER, LOUIS, . . . . .	August 6th.
HEZEL, CHAS., . . . . .	April 14th.
HEZEL, MORRIS, . . . . .	April 23rd.
HOAGLAND, WM. Y., . . . . .	August 24th.
HOWARD, L. J., . . . . .	April 5th.
HUDSON, JOHN, . . . . .	September 16th.
KEHLOR, J. B. M., . . . . .	October 26th.
KNOBLAUCH, C. O., . . . . .	January 9th.
KRIECKHAUS, A., . . . . .	November 5th.
LEE, WM. H., . . . . .	May 23rd.
LUNGSTRAS, EUGENE, . . . . .	March 19th.
MAXON, JOHN H., . . . . .	July 12th.
MCINTYRE, GEO., . . . . .	June 1st.
NEDDERHUT, A., . . . . .	July 25th.
NIESE, JULIUS, . . . . .	January 13th.
NORTHROP, SANDFORD, . . . . .	June 21st.
OVERALL, JOHN H., . . . . .	December 23rd.
PEPER, CHRISTIAN, . . . . .	September 26th.
PIERCE, WM. B., . . . . .	December 5th.
POWELL, D. R., . . . . .	December 19th.
ROEDERER, F. X., . . . . .	October 9th.
SENER, JOHN A., . . . . .	October 27th.
SMITH, DANIEL E., . . . . .	November 8th.
THAW, CHARLIE, . . . . .	January 14th.
WOOSTER, R. L., . . . . .	January 21st.
WONDERLY, PETER, . . . . .	October 27th.



**M E M B E R S**  
—OF THE—  
**Merchants' Exchange of St. Louis.**  
**JANUARY 1st, 1904.**

**HONORARY MEMBERS.**

<b>MICHAEL MCENNIS,</b> <b>D. J. HANCOCK,</b>	<b>D. P. ROWLAND,</b> <b>GEORGE BAYHA.</b>
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**NUMBER OF MEMBERS, 1,824.**

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.	St. L. S. W. Ry.,	Com'l Agent.	909 Olive st.
Able, Sam. T.	R. G. Dun & Co.,	Mercantile Agency	314 Pine st.
Abraham, W. D.	W. D. Abraham & Co.,	Hay and Grain.	East St. Louis, Ill.
Achenbach, Fred		Stock and Farming.	Rockbridge, Ill.
Adams, C. M.	Waters Pierce Oil Co.,	Sec'y and Treas.	Bk. Commerce Bldg.
Adams, Geo. A.	G. A. Adams Grain Co.		Kansas City, Mo.
Adams, R. M.		Broker.	101 N. Third st.
Adams, W. H.	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc.	401 N. Second st.
Aff, J. Geo., Jr.	F. W. Clemens Feed Co.		3357 Gravius ave.
Ahern, Albert M.	Funsten Bros. & Co.,	Commission.	109 N. Main st.
Ainsworth, Wm. G.	The St. Anthony	Elevator Co.	Minneapolis, Minn.
Akin, Thomas.		Commission.	203 Cham. of Com.
Albers, Clifford H.	C. H. Albers	Com. Co.	400 Cham. of Com.
Albers, C. H.	C. H. Albers Com. Co.,	Commission.	400 Cham. of Com.
Albrecht, Victor.	Eberle-Albrecht Flour	Co.	218 S. Main st.
Albrecht, H. S.	Schoellborn-Albrecht	Machine Company	416 N. Main st.
Alcock, W. H.	Broker in Grain,		12 Laclede Building.
Allen, Geo. L.	Fulton Iron Works,		Second and Carr sts.
Allen, George W.	E. St. L. Locomotive &	Machine Shop Co.	East St. Louis, Ill.
Allen, Edmund T.	E. T. & C. B. Allen,	Lawyers.	Wainwright Building.
Allen, James H.	Allen-West Com. Co.,		104 S. Main st.
Allen, J. Oran.	Morton & Co.,		509 Cham. of Commerce.
Allison, James W.		Glass Manf.	606 Security Building.
Alt, Henry.		Deceased.	
Alzheimer, Benj.	Alzheimer & Rawlings,	Bonds and Stocks.	215 N. Fourth st.
Amb, Joseph B.			3228 Caroline st.
Ames, Henry.			Hotel Beers.
Anderson, W. B.	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, J. F.	Georgia Railway,	G. W. Agent.	308 Cham. of Com.



## MEMBERS OF THE

Name.	Firm.	Business.	Location.
Anderson, Lorenzo E.	Mercantile Trust Co.		Eighth and Locust sts.
Annan, Roger P.	Annan, Burg & Co.,	Commission.	117 Cham. of Com.
Annan, Roger P., Jr.	Annan, Burg & Co.		117 Cham. of Com.
Arbuckle, James.	Jas. Arbuckle & Sons,	Investment Securities.	110 N. 4th st.
Aroher, W. B.		Broker	Merchants' Exchange.
Arnold, Henry	Jno. G. Haas Soap Co.,	Soap.	5020 Benedict st.
Arp, Eggert	Eggert Arp & Co.,		812 S. Third st.
Ashcraft, E. B.	Blue Ridge Despatch.		100 N. Fourth st.
Atkinson, Robt.	Robt. Atkinson & Co.,	Commission	308 N. Main st.
Aufderheide, A. G.	F. W. Aufderheide	Commission Co.	22 S. Commercial st.
Aufderheide, Walter.	F. W. Aufderheide	Commission Co.	22 S. Commercial st.
Backer, Henry			1808 S. Fourteenth st.
Backer, Mathias		Deceased	
Backer, George H.	Venice Transportation Co		Lincoln Trust Bldg.
Bacon, Cary H.	Sherry-Bacon Grain Co.		213 Chamber Commerce.
Bacon, Edward P.	E. P. Bacon & Co., Grain	and Com.	17 C. of C., Milwaukee.
Baer, Bernard	Bernard Baer & Co.,	Produce and Prov.	1432 N. Broadway.
Bagnell, Wm.	The Bagnell Timber Co.,		Equitable Bldg.
Bain, Walter	Chas. L. Crane & Co.,	Insurance.	Century Bldg.
Baird, J. C.	D. P. Byrne & Co.,	Commission.	318 Cham. of Com.
Baird, W. J.	Connery Com. Co.		511 Cham. of Com.
Baker, Allen	Allen Baker & Co.,	Brokers	706 Security Building.
Baker, F. M.	The Greenleaf-Baker	Grain Co	Atchison, Kas.
Baker, Jno. F.			4360 St. Louis ave.
Baker, I. G.			411 Olive st.
Baker, E.	Baker, Paton & Co.,	Cotton.	414 Granite Bldg.
Ballard, Chas. T.	Ballard & Ballard Co.,	Millers and Grain.	Louisville, Ky.
Ballard, T. R.	Ballard, Messmore & Co.,	Commission.	520 Chamb. of Com.
Ballard, J. O.	Ballard, Messmore & Co.,	Commission	520 Cham of Com.
Baltz, Fred L.	Millstadt Milling Co.		Millstadt, Ill.
Bannerman, Jas.	Meyer, Bannerman & Co.,	Saddlery.	616 N. Sixth st.
Barco, Thomas			Nameoki, Ill.
Bardenheier, John		Wines and Liquors.	212 Market st.
Barklage, Louis	Wernse & Dieckman,	Brokers.	317 N. Fourth st.
Barnard, Geo. D.	Geo. D. Barnard & Co.,	Stationers.	Vandeventer & Laclede.
Barnes, Chas. W.	Real Estate.		216 Wainwright Bldg.
Barnes, E. H.		Hotel Beers, Grand ave. & Olive.	
Barnes, Seth S.		Grain.	New Madrid, Mo.
Barnhart, Wm. R.	Barnhart Mer. Co.,	Fancy Groceries.	518 N. Second st.
Barnidge, Aug. J.	Chas. E. Prunty,	Clerk.	7 and 9 S. Main st.
Barr, Henry C.	Witherspoon & Barr Co.,	Millers.	Princeton, Ind.
Barret, Arthur B.	St. Louis Com. Co.,		315 N. Main st.
Barrett, John F.			7 Bd. of Trade Court, Chicago.
Barron, Chas. B.	Barron & Wilson,	Grain Samplers	422 Rialto Bldg.
Barry, Thos. J.		Deceased	
Barstow, Chas. W.		Mfg. Agent	515 Locust st.
Bartlett, Edwin L.	Bartlett Com. Co.,		505 Chamber of Commerce.
Bartlett, Ozro Z.	L. Bartlett & Son Co.,	Com.	23 Cham. Com., Milwaukee.
Bascom, Jos. D.	Broderick & Bascom	Rope Co.	809 N. Main st.
Bascome, Western.	West'n Bascome & Co.,	Insurance Agent.	725 Century Bldg.
Batdorf, W. L.	W. L. Batdorf & Co.,	Flour and Feed.	Belleville, Ill.
Bates, A. C.	Mississippi Valley Elevator	& Grain Co.	Foot of Madison st.
Bates, Charles F.	Merchants Exp. Co.		614 S. Sixth st.
Battaille, L. A.	American Ex. Bank,	Cashier.	207 N. Broadway.
Bauer, A. H.	Bauer Bros.,	Brokers.	312 N. Fourth st.
Baur, Andrew.	Baur Flour Co.,		807 N. Second st.
Baulch, John J.	Wiggins Ferry Co.,	Manager.	916 Security Building.
Bayrd, E. A.	Matthew Addy & Co.,	Iron Com.	Commonwealth Tr. Bldg.
Baxter, Theo. P.	Pratt, Baxter Gr. Co.		Taylorville, Ill.

Name.	Firm.	Business.	Location.
Bay, Mansfield C.	Connery Com. Co.	Commission	511 Cham. of Com.
Beardsley, C. F.	Picker & Beardsley,	Commission	118 N. Main st.
Beauvais, E. A.	Brosseau & Co.,	Com.	67 Board of Trade, Chicago.
Beck, Henry W.		Feed and Seed Store	20th and Pine.
Beck, Harry G.	H. W. Beck & Sons Feed & Seed Co.		5701 Manchester rd.
Becker, Bontie A.	Payne & Becker,	Brokers	112 N. Fourth st.
Becker, Edward C.			3112 Cass ave.
Becker, Conrad	C. Becker,	Miller	Red Bud, Ill.
Becker, Hugo	J. G. Haas Soap Co.,	Soap	5020 Benedict ave.
Becker, Herman C.	C. Becker,	Milling	Red Bud, Ill.
Beckmann, Adolph G.		Commission	905 N. Fourth st.
Beckmann, Geo. H.	Eggers Milling Co.,	Teamster	Eighth and Clark ave.
Beckmann, W. E.	Bakers' and	Confectioners' Supplies	10 S. Second.
Beer, H. M.		Broker	507 Security Building.
Beimes, Frederick H.	Every Day Coffee Co.		3125 N. Twenty-third st.
Bell, Nich. M.	Peper Tobacco Warehouse Co.		1112 Market st.
Bell, James G.	J. G. Bell & Co.,	Commission	804 N. Commercial st.
Bell, James W.	Mercantile Trust Co.		721 Locust st.
Belz, J. H.	J. H. Belz & Co.,	Pork Dealers	8601 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.,	Bags	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bendick, John H.		Grocer	6939 Scanlan ave.
Bennett, Joseph H.		Real Estate	Sullivan, Mo.
Bennett, M. H.	Calumet Grain Com. Co.		69 Gay Bldg.
Berg, W. G.	Nicholas Berg & Son,	Insurance	406 Market st.
Berger, Harry	Berger-Crittenden Co.,	Grain	Milwaukee, Wis.
Bergmann, Conrad	C. Bergmann	Feed Co.	2775 Chouteau ave.
Bergmann, B. C.		Deceased	
Bergmann, Robt. J.	C. Bergmann	Feed Co.	2718 Chouteau ave.
Bernet, Christian	Bernet, Craft & Kauffman Milling Co.		805 Cham. Com.
Bernheimer, Marcus	Marcus Bernheimer Mill. and Merc. Co.		208 N. Fourth st.
Berry, H. J.	W. L. Green	Commission Co.	62 Laclede Bldg.
Bethmann, Robt.	St. Louis Brew. Assn.		East St. Louis, Ill.
Betts, John			204 Commonwealth Tr. Bldg.
Betts, R. A.	Fidelity S. & P. & M. Co.		1005 Pine st.
Bevis, Alfred		Deceased	
Biedenstein, Henry		Grocery	1208 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John E.	J. M. Biekert Com. Co.		930 N. Third st.
Bieser, Fred			2200 N. Second st.
Bilbro, H. B.	F. P. Brockman Grain Co.		815 Chesnut st.
Billingsley, O. W.		Student	8118 Laclede ave.
Billon, Guy P.	Billon-Crandall-McGeary B. & S. Co.	Commonwealth Tr. Co. Bldg	
Bird, S. M.	Harroun Elevator Co.,	Grain	Kansas City, Mo.
Bittner, Jacob		Real Estate	5226 Ridge ave.
Bixby, W. K.	Mo. Car & Foundry Co.,		Lincoln Trust Building.
Blakely, Walter J.	St. Louis Sanitary Co.,		3958 Missouri ave.
Blanke, Detlef J.		Insurance Agent	415 Locust st.
Blankenship, H.	Connery Commission Co.		511 Cham. Com.
Blaufuss, Wm.			2854 Henrietta st.
Block, David, Jr.			3855 Pine st.
Block, Gus			4056A Laclede ave.
Block, Wm. A.			1804 Warren st.
Blossom, Dwight B.	Merchants' Ins. Co.		937 Century Bldg.
Blossom, H. M.	H. M. Blossom & Co. Agency Co.,	Insurance	Century Bldg.
Blossom, H. A.	H. M. Blossom & Co. Agency Co.,	Insurance	Century Bldg.
Blow, C. W.	American Linseed Co.,		Sixteenth and Clark ave.
Bodman, Luther W.	Milmine, Bodman & Co.,	Com.	5 Bd. of Trade, Chicago
Boeck, Geo. H.	Adam Boeck & Co.,	Real Estate	622 Chestnut st.
Bofinger, John N.			846 Century Bldg.
Bogard, John J.		Real Estate	8632 S. Broadway.
Bohle, Frank G.	Haase & Bohle	Carriage Co.	1800 Pine st.
Bohle, Louis C.		Deceased	
Bohnenkamp, John	Buehler Cooperage Co.		2517A S. Jefferson ave.
Boisselier, Chas. L.		Farmer	Gumbo, Mo.

# MEMBERS OF THE

## NAMES.

## Firm.

## Business.

## Location.

W.....	Accountant.....	704 Mo. Trust Bldg.
J. L. Boland Book and Stationery Co....	Fourth and Vine sta.	
A. Bollin & Co., Insurance.....	606 Marion st.	
J.....	Architect.....	603 Columbia Building.
man.....	Real Estate.....	3711 Cass ave.
clau.....	Jas. M. Houston Grocer Co.....	Clayton, Mo. 600 Spruce st.
so. G.....	National Enam. & Stamping Co.....	114 N. Fourth st. Second and Cass ave.
na. G.....	Armour Packing Co.....	3080 Clark ave.
st T.....	Brown Bond & Stock Co.....	325 Locust st.
l.....	Boyle, Priest & Lehmann, Attorneys.....	Laclede Building.
Boyle, Priest & Lehmann, Douglass.....	W. A. Gardner & Co.....	317 Chamber of Commerce.
T.....	Crescent Powder Co.....	134 Rialto Bldg.
hea. J.....	Brady & McGroarty.....	111 N. Third st.
l J.....	Braun-Lang Com. Co., Commission.....	115 S. Eleventh st.
H.....	P. P. Williams Gr. Co., Paint Co.....	304 N. Third st. Main and Gratiot sta.
sh L.....	Campbell Glass and Wm. Bray & Co., Commission.....	408 Cham. Com. 236 Market st.
W.....	Wabash-Lackawanna Deep., Agent.....	300 Railway Exchange.
V.....	Gus. V. Brecht Butchers' Supply Co.....	12th & Cass ave.
F. W.....	G. H. Kemper & Co., Feed.....	East St. Louis, Ill.
.....	Flour and Grain Com.....	115 Cham. Com.
.....	Rosedale Hay & Grain Co.....	Hodimont and Cates ave.
Edwin T Chouteau Ave. Ice & Cold Storage.....	Brewer.....	2108 Chouteau ave. 5147 Wells ave.
H. C.....	Wallace.....	Brennan Real Estate Co.....
rtin J.....	United Elev. & Grain Co.,.....	515 Chamber of Commerce.
l.....	Smith.....	801 Chamber of Commerce.
Smith.....	Bridge & Leonard, Com.....	63 Board of Trade, Chicago.
Louis.....	E. H. Brinckmeyer-Meyer Hay and Grain Co.....	1111 N. Broadway.
.....	Brinson-Waggoner Grain Co.....	308 Cham. of Com.
l.....	Brinson-Waggoner Grain Co.....	308 Chamber of Commerce.
Arthur.....	F. W. Brockman Com. Co.....	308 Cham. of Com.
W.....	F. P. Brockmann Grain Co.....	315 N. Fourth st. 315 Chestnut st.
Fred P.....	Eugelke & Felner Milling Co.....	315 S. Broadway.
F. C.....	Brockmeier & Co., Commission.....	523 N. Second st.
J. O.....	Broderick-Bascom Rope Co.....	809 N. Main st.
ohn J.....	Broderick-Bascom Merchant.....	2320 S. Broadway.
oseph H.....	Hy. Broeder & Sons, Commission.....	925 N. Third st.
ry.....	Stemers & Chisholm, Commission.....	300 Cham. of Com.
l. H.....	World's Fair Transp. Co.....	Foot of Locust st.
rry W.....	Star & Crescent Milling Co., V. P. and G. M.....	Chicago, Ill.
P.....	Sam'l Cupples Wooden Engineer.....	2311 Sullivan ave.
Brookings, Robt. S.....	Brooks-Goodfellow Shoe Co.....	Ninth st. and Washington av.
Brooks, Benjamin W.....	Lehigh & Wabash Deep. Grain.....	309 Railway Ex. Brighton, Ill.
Brooks, Elgin S.....	Jno. Wahl Commission Co.....	3 S. Main st.
Brown, C. M.....	White W. S. & N. P. Lines, Agent.....	414 Rialto Bldg.
Brown, Geo. A.....	Brown Stock & Bond Co.....	325 Locust st.
Brown, L. W.....	Morton & Co., Commission.....	510 Cham. Com.
Brown, James I.....	New Era Gro. Co., Produce.....	1709 S. Second st.
Brown, Alex. H.....	Picker & Beardsley, Commission.....	118 N. Main st.
Browne, H. M.....	Bruenemann, Ernst.....	Flour and Feed.....
Bruck, Henry.....	Brundage, S. P.....	746 Aubert ave.
Brueckmann, Jno. G.....	Bryden & Co., Coke and Coal.....	6th and Locust sta.
Bruenemann, Ernst.....	Buck, W. T.....	Grain, etc. Vleita, Kas.
Brundage, S. P.....	Buckland, Jos. A.....	Jos. A. Buckland & Co., Commission.....
Bryden, Alex. A.....	Buehler, Henry, Jr.....	Buehler-Cooney Cons. Co.....
Buck, W. T.....	Bull, Wm.....	Fire Insurance.....
Buckland, Jos. A.....		923 Century Bldg.

Name.	Firm.	Business.	Location.
Bullitt, C. M.	Bullitt & Co.,	Grain	Louisville, Ky.
Bulte, Henry J.	Bulte Com. Co.,	Flour	12 S. Main st.
Bumann, E. F.		Grain	Bunker Hill, Mo.
Bunton, C. M.			
Burbridge, C. T.		Broker	Merchants' Exchange.
Burdeau, J. P.	St. L. & Miss. Val. Tr. Co.,	Freight Agent	103 N. Third st.
Burdeau, Chas. P.	Thyson Com. Co.		105 N. Third st.
Burg, Henry	Annan, Burg & Co.,	Flour Commission	117 Cham. Com.
Burg, Philip	Philip Burg Grocer Co.,		1250 S. Broadway.
Burg, William		Iron and Steel	117 N. Third st.
Burnet, Halsted	Beattle Mfg. Co.		2206 Pine st.
Burr, Chas. P.	Chas. P. Burr & Co.,	Commission	324 Rialto Building.
Burrus, D. N.	Burrus Bros.,	Grain	Miami, Mo.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi.
Busch, Aug. A.	Anheuser-Busch B. Assn.,	V. P.	Ninth and Pestalozzi sts.
Buschman, E. L.	Modern Mfg. Co.		Eighth and Spruce sts.
Buschman, A. H.	Buschman-Mueller Com. Co.		115 Cham. of Com.
Buschman, F. W.	Buschman-Mueller Com. Co.		115 N. Third st.
Bushnell, D. I.	D. I. Bushnell & Co.,	Grain and Seeds	109 N. Second st.
Buss, John B.	J. B. Buss,	Mills	8325 Franklin ave.
Butler, W. C.	W. C. Butler & Son,	Insurance	844 Century Building.
Butler, Edward	Ed. Butler & Son,	Horseshoer	15 S. Tenth st.
Bycroft, Henry F.		Miller	Gillespie, Ill.
Byrne, Daniel P.	Dan'l P. Byrne & Co.,		818 Chamber of Commerce.
Byrne, Frank T.	Grand Trunk Railway,	Agent	15 Laeode Building.

Cabell, Ashley		Attorney-at-Law	506 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.,	Tailors	421 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.		Bond and Stock Broker	411 Olive st.
Cain, P. R.	Gilmore & Ruhl,	Clothiers	Eighth and Lucas.
Campbell, Geo. A.	The Cleveland-Akron	Bag Co.	101 N. Third st.
Campbell, Given	Campbell & Thompson,	Lawyers	70 Equitable Bldg.
Campbell, James		Bonds and Stock	218 N. Fourth st.
Campfield, Chas. H.		Insurance	921 Century Bldg.
Campion, Geo. H.	Counselman & Co.,	Grain	211½ Cham. Com.
Cantrell, James G.	Seaboard Air Line	R. R.	194 Laeode Bldg.
Canby, Caleb H.	C. H. Canby & Co.,	Gr. Brokers	8 Bd. of T., Chicago.
Capen, Sam. D.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Capen, Geo. H.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Carkener, George S.	Goffe, Lucas & Carkener,	Grain	Kansas City, Mo.
Carleton, Murray	Carleton Dry Goods Co.		900 Washington ave.
Carlisle, David		Feed and Grain	125 Market st.
Carlisle, Sam S.	Carlisle Grain Co.		415 Cham. of Com.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.)	Century Bldg.
Carpenter, Geo. O.	National Lead Co.,	Manager	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.,	Real Estate Agents	825 Chestnut st.
Carpenter, Jas. M., Jr.	Jas. M. Carpenter & Co.,	Real Estate	825 Chestnut st.
Carr, Alfred C.	Carr Bros.,	Insurance	204 N. Third st.
Carr, Charles Y.	Carr Bros.,	Fire Insurance	204 N. Third st.
Carr, Peyton T.	United Elev. & Grain Co.,	President	516 Cham. of Com.
Carr, W. O.	Erie Despatch,	Cont'g Agent	102 N. Fourth st.
Carrington, Wm. T.	Bartlett, Frazier & Carrington,	Commission,	6 Sherman st., Chicago, Ills.
Carroll, C. C.	Carroll Insurance Agency Co.		846 Century Bldg.
Carroll, John F.	J. F. Carroll & Co.,	Liquors	318 Cham. Com.
Carroll, James F.		Grain	Greenville, Ills.
Carruthers, Geo. F.	Mound City Hay Warehouse Co.		Main and Clinton sts.
Carruthers, W. W.	Eureka Mills Co.		Gratiot st. and Theresa ave.

# MEMBERS OF THE

Name	Firm.	Business.	Location.
	L. V. Cartan & Co.,	Real Estate.....	1006 Chestnut st
	T. W. Carter & Co.,	Broker .....	114 N. Fourth st
ay	T. W. Carter & Co.,	Broker.....	114 N. Fourth st
	T. W. Carter & Co.,	Commission .....	114 N. Fourth st
	C. H. Albers Com. Co.,	Commission .....	400 Cham. of Com.
	L. & N. R. R.,	Cont'g Agent.....	206 N. Broadway
	Cassidy Bros., Live	Stock Com. Co., Nat. Yda., E St. L., Ill.	
	The Cassidy Com. Co.	.....	106 N. Fourth st., Quincy, Ill.
	Cochrane Grain Co.	.....	107 Gay Bldg.
	Parkview R. & I. Co.	.....	Century Bldg.
	Cavender & Thompson,	Real Estate.....	716 Chestnut st.
		.....	900 Security Building.
		Capitalist.....	St. Charles ave., N. O.
F		Seed Inspector.....	316 N. Commercial st.
	F. B. Chamberlain	Co.....	7 N. Second st.
	E. C. Chamberlain & Co.,	Commission.....	515 Cham. of Com.
	Jas. H. Chambers & Co.,	Publishers .....	2340 Locust st.
	L. & N. R. R.,	General Agent.....	206 N. Broadway.
y L.	The General Accident Assn.	.....	411 Olive st.
	A. J. Child & Son,	Commission.....	200 Market st.
	Slomera & Chisholm,	Commission .....	300 Cham. of Com.
B.	Sherry-Bacon	Grain Co.....	218 Cham. Com.
	Wiggins Ferry Co.	.....	923 Security Bldg.
	Wiggins Ferry Co.	.....	910 Security Building.
		.....	182 LaCade Building.
	Benj. W. Clark Grocer	Co.....	307 N. Second st.
	Benj. W. Clark Grocer	Co.....	307 N. Second st.
	Waters Pierce Oil Co.	.....	Bank of Commerce Bldg.
	Tully & Clark,	Architect & Eng'n'r.....	415 Locust st.
	Clark Bros.,	Feed.....	East St. Louis, Ill.
	R. Cleary Com. Co.,	.....	508 Chamber of Commerce.
	F. W. Clemens Feed Co.,	Feed.....	3357 Gravois ave.
D		.....	5015 Fairmount ave.
	Edgar Zinc Co.	.....	519 Security Building.
	Nanson Com. Co.	.....	202 Chamber of Commerce.
	Cochrane Grain Co.	.....	107 Gay Bldg.
		.....	317 Cham. of Com.
	Glencoe Lime & Cement	Co.....	1400-A Old Manchester Road.
g W.	Cochrane Grain	Co.....	107 Gay Bldg.
	Cochrane Grain Co.	.....	107 Gay Bldg.
		.....	117 N. Third st.
		Grain.....	Jerseyville, Ill.
		Broker.....	520 Cham. of Com.
	Hunter Bros.,	Flour and Feed .....	60 Gay Bldg.
		Deceased.....	
	athan Cole Inv'tm't Co.,	President.....	722 Jaccard Bldg.
	Jno. Jackson Inv't. Co.,	President.....	51 Gay Bldg.
	H. C. Cole Milling Co.,	Miller .....	Chester, Ill.
	H. C. Cole Milling Co.,	.....	Chester, Ill.
	H. C. Coleman Com. Co.,	.....	506 Cham. of Commerce.
	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
		Real Estate.....	Edwardsville, Ill.
wold.		Physician.....	3401 Washington ave.
	Connery Commission Co.	.....	511 Cham. Com.
	Connor Bros. & Co.,	Commission .....	Gay Building.
	Connor Bros. & Co.,	Commission.....	Gay Building.
	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, Wm. M	Connor Bros. & Co.,	Commission.....	Gay Bldg.
Connor, Wm. P.	Connor Bros. & Co.,	Grain.....	Gay Building.
Connors, Denis M.	Lee Line Steamers,	Superintendent.....	Foot of Olive st.
Conrades, Edwin H.	Donk Bros. Coal &	Coke Co.....	314 N. Fourth st.

Name.	Firm.	Business.	Location.
Conzelman, Theophilus...	Crunden-Martin	Woodenware Co.....	301 S. Main st.
Cook, Douglas G.....	American Wine Co.,	.....	8021 Cass ave.
Cooke, Michael .....	.....	.....	4215 Cook ave.
Coon, D. F.....	.....	.....	Fort Scott, Kas.
Coquard, L. A.....	.....	Banker and Broker..	302 Rialto Bldg.
Cordes, D.....	D. Cordes & Co.,	Flour and Feed.....	1928 S. Twelfth st.
Cordes, Henry H.....	Camp Spring Mill Co.	.....	Nashville, Ill.
Cordes, W. H.....	D. Cordes & Co.,	Flour and Feed.....	1926 S. Twelfth st.
Cornelius, N. B..	Cornelius Mill Furnishing	Co.....	1119 N. Sixth st.
Corneli, Adolph. ....	Schisler-Corneli Seed	Co. ....	813 N. Fourth st.
Corneli, Ben P.....	Schisler-Corneli Seed	Co.....	813 N. Fourth st.
Cornet, Edward.....	Cornet Bros.,	Grocers.....	13th and O'Fallon sts.
Cornet, Henry A.....	Cornet Bros.,	Grocers.....	1239 N. Thirteenth st.
Cottingham, Clive...	Harroun Elevator Co.	.....	103 N. Third st.
Cottrill, Geo. F....	Green's Car Wheel Mfg.	Co.....	3018 N. Broadway.
Coudrey, Harry M....	H. M. Coudrey & Co.,	Insurance .....	946 Century Bldg.
Cowgill, Frank S...	Trans-Mississippi Grain	Co.....	Omaha, Neb.
Cox, Albert..	Brinson-Waggoner Grain Co.,	.....	208 Cham. Com.
Cox, Charles A.....	Cox & Gordon,	Pork Packers .....	1019 S. Third st.
Coyle, B. H.....	Hoosac Tunnel Line,	Agent.....	204 Railway Exchange.
Coyle, James F.....	Coyle & Sargent,	Wholesale Silks..	1121 Washington ave.
Craft, Henry G....	Bernet, Craft & Kauffman	Milling Co.....	305 Cham. Com.
Cramer, G. ..	G. Cramer Dry Plate Works,	.....	Shenandoah and Lemp ave.
Crawford, G. L.....	J. E. Crawford & Son,	Stocks and Bonds.....	421 Olive st.
Crawford, S. W.....	S. W. Crawford & Co.,	Lumber .....	DeSoto, Mo.
Crews, Thos. B.....	Probate Judge,	.....	Court House.
Crothers, John C.....	The McPheeters	Warehouse Co.....	1104 N. Levee.
Crone, C. C.....	.....	Real Estate.....	8002 N. Broadway.
Cullen, Allen H.....	St. Louis Hay	Exchange .....	720 S. Theresa ave.
Cullen, Michael J.....	Cullen & Kelly,	Livery .....	2735 Cass ave.
Cummiskey, Jas .....	.....	Commission . ....	921 N. Fourth st.
Cunningham, C. A.....	Markham & Co.,	Insurance.....	906 Century Bldg.
Cunningham, Dickson.....	.....	.....	5880 Etzell ave.
Cunningham, Edw. M.....	.....	.....	5880 Etzell ave.
Cunningham, P. J.....	Cunningham Bros.	Woolen Co....	Tenth and Locust sts.
Cupples, Sam'l.....	Sam'l Cupples Wood &	Willowware Co ...	7th and Spruce sts.
Currie, Frank.....	Farmers' Elevator Co.	.....	Clarksville, Mo.
Currie, W. I.....	Jno. A. Warren & Co.	.....	416 Cham. Com.

Daggett, Geo. H....	Geo. H. Daggett & Co.,	Grain.....	Minneapolis, Minn.
Daly, C. L.....	Swift & Co.,	Packers....	National Stock Yards, Ill.
Daly, E. F.....	Calumet Grain Com. Co.	.....	69 Gay Bldg.
Dameron, Ed C .....	.....	.....	Clarksville, Mo.
Damon, Charles P .....	.....	Farmer.....	83 Laclède Bldg.
Dana, George D.....	Charter Oak Stove &	Range Co., Sec'ry....	1440 N. Main st.
Danforth, W. H....	Robinson-Danforth Co.,	.....	Eighth and Gratiot sts.
Daniels, Geo. C.....	Nelson, Morris & Co.,	Packers.....	1008 S. Fourth st.
Darnielle, J. T.....	Parrott-Day Co.,	Commission .....	407 Cham. of Com.
Daub, H. W....	Schreiner-Flack Grain Co.,	Commission.....	118 N. Fourth st.
Daugherty, John W.....	J. W. Daugherty &	Co.....	Rialto Bldg.
Davidson, J. K....	J. K. Davidson Com. Co.,	Grain.....	9 Laclède Bldg.
Davis, Geo. H.....	Ernst-Davis Grain Co.	.....	Kansas City, Mo.
Davis, John David.....	.....	Lawyer.....	421 Olive st.
Davis, Thos. W.....	St. L. Market Rep'r Co.,	Reporter.....	216 Market st.
Davis, C. R. H.....	Royal Investment Co.,	Real Estate .....	Lincoln Trust Bldg.
Day, E. R.....	Parrott-Day Co.,	Commission .....	407 Cham. of Com.
Dayton, C. A.....	C. A. Dayton Grain Co.	.....	Kansas City, Mo.
Dayton, C. S.....	Dayton-Pease Co.,	Grain.....	102 Gay Bldg.
Dayton, R. A.....	Dayton-Pease Co.,	Grain.....	102 Gay Bldg.



Name.	Firm.	Business.	Location.
Dean, Chas. L.	Ludlow-Saylor Wire Co.,		120 S. Fourth st.
Dean, Wm. B.			4422 Westminster place.
Dean, Murry	Dean, Mill Co.,	Flour.	Ava, Ill.
Dehner, Adolph		Retired.	2010 Victor st.
Deibel, Albert L.	St. Louis Hay & Grain	Co.	810 Cham. of Com.
Deibel, Fred	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Deibel, Louis P.	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Delafield, Wallace	Delafield & Snow,	Insurance	850 Century Bldg.
Delaney, John O'F.		Real Estate	825 Chestnut st.
DeLore, C. P.	Mo. Forage Supply Co.		426 Theresa ave.
Dennis, C. C.	C. J. Dennis & Co.,	Commission	1011 N. Third st.
Dennis, John M.	Louis Mueller Co.,	Exporters	Baltimore, Md.
Denniston, U. R.	Spencer & Denniston,	Commission	Chicago, Ill.
Denton, W.	Denton Bros.,	Grain.	Leavenworth, Kas.
DePew, Ray L.	Mobile & Ohio R. R.,	Cont. Agt	Fullerton Bldg.
Desloge, F.	Desloge Lead Co.,		108 N. Fourth st.
Denvir, John B.	Hayden Sad'y H.	W. Co.	512 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal & Coke Co.	315 N. Seventh st.
Diamant, Henry A.	St. Louis Commission	Co.	315 N. Main st.
Dick, Joseph B.	Hy. Sayers & Co.,	Commission	410 Cham. Com.
Dickson, Joseph		Lawyer.	Mo. Trust Building.
Dickinson, Albert	The Al. Dickinson Co.,	Seeds. W. Taylor & River sts.,	Chicago.
Dickinson, W. C.	F. W. Goeke & Co.,	Commission	22 N. Second st.
Dickinson, Chas.		Seeds. W. Taylor & River sts.,	Chicago.
Dieckman, H. H.	Henry Dieckman,	Feed.	1611 S. Ninth st.
Diekmann, Joseph F.	Sheriff,		Court House.
Dieckman, John H.	Wernse & Dieckman,	B'nk'rs and Brokers.	317 N. Fourth st.
Diekmann, Joseph.	Jos. H. Diekmann & Co.,	Flour and Feed.	1210 Biddle st.
Dimmitt, Pope.			Shelbina, Mo.
Dines, W. C.	W. C. Dines & Co.,	Fire Ins.	510 Pine st.
Dippold, Martin	The Farmers Milling	Co.	Edwardsville, Ill.
Doan, Geo. P., Jr.	Ford & Doan,	Merchandise Broker.	421 S. Seventh st.
Dodd, Sam'l M.	Mo. Edison Co.,	President	415 Locust st.
Doddridge, W. B.		Railway Expert.	2035 Park ave.
Dodson, Joseph		Grain Dealer	Shipman, Ill.
Dodson, J. W.	The Dodson-Braun Mfg.	Co.	Third and Cedar sts.
Doggett, Lewis C.	N. K. Fairbank Co.,	Lard Refiners.	Chicago.
Donaldson, A. R.	Donaldson Bond and	Stock Co.	318 N. Fourth st.
Donaldson, John W.	Donaldson Bond and	Stock Co.	318 N. Fourth st.
Donaldson, Wm. R.		Attorney	207 Temple Bldg.
Donk, E. C.	Donk Bros. Coal & Coke Co.,	Coal Dealers.	314 N. Fourth st.
Donnewald, G. H.	Kerens-Donnewald	Coal and Coke Co.	421 Olive st.
Donovan, Frank X.	D. E. Smith & Co.,	Commission.	114 N. Fourth st.
Donzelot, Eugene	E. Donzelot & Son,	Commission.	16 S. Main st.
Donzelot, E. F.	E. Donzelot & Son,	Commission.	16 S. Main st.
Dormitzer, Jos.		Real Estate.	104 N. Ninth st.
Dower, John	Brooklyn Street Elevator,		Brooklyn and Commercial sts.
Dreyer, Eugene C.	Hunter Bros.,	Flour and Feed.	Gay Bldg.
Drown, P. S.	Miss. & O. Riv. Pilots' So.,	Secretary.	110 N. Fourth st.
Drummond, H. I.	Drummond	R. & I. Co.	404 Carleton Bldg.
Drummond, James T., Jr.	Drummond	R. & I. Co.	404 Carleton Bldg.
Drummond, John N., Jr.	John N. Drummond, Jr. & Co.		400 N. Fourth st.
Dudley, S. S.	Kanawha Dispatch,	Agent.	206 Rialto Bldg.
Duff, N. A.	Duff Grain Co.		Nebraska City, Neb.
Duffy, Jos. A.	J. A. Duffy & Co.,	Real Estate.	813 Chestnut st.
Duing, Herman	Duing & Shomaker,	Hay and Grain	814 Clark ave.
Dula, R. B.	Continental Tobacco Co.		Tower Grove & Folsom ave.
DuPont, A. B.	St. Louis Transit Co.,	2nd Vice-President	3869 Park ave.
Dunmire, Carroll E.	Swift & Co.,	Pork Packers	Nat'l St'k Y'ds, Ill.
Dunn, Thos.	Thos. Dunn Loan, Storage	and Mer. Co.	912 Franklin ave.
Dye, James Wm.	St. Louis Hay & Grain	Co.	810 Chamber of Commerce.
Dyer, E. H.	Mound City Paint &	Color Co.	811 N. Sixth st.

Name.	Firm.	Business.	Location.
Eakin, Chas.		Grain Broker	411 Cham. of Com.
Eaton, A. F.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
Eaton, Chas. D.	Springfield Fire & Marine	Ins. Co., Insurance	949 Century Bldg.
Eddy, A. M.	Eddy & Eddy,	Manufacturing	Main and Market.
Edenborn, Wm.	U. S. Steel Corporation		71 Broadway, New York.
Edwards, B. F.	Nat'l Bank of Com.,	Cashier	Broadway and Olive.
Edwards, Geo. L.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Edwards, W. J.	N., C. & St. L. Ry.,	Com'l Agt.	Bank of Com. Bldg.
Eggers, H. B.	Eggers Milling Co.,	Millers	Eighth and Clark ave.
Eggers, F. W.	Eggers Milling Co.,	Millers	Eighth and Clark ave.
Eggers, Henry B., Jr.	Eggers Milling Co.,		Eighth and Clark ave.
Ehlermann, Chas.	Chas. Ehlermann Hop	and Malt Co.	22d st. and Scott ave.
Eichler, Frank E.	Modern Miller,		Gay Bldg.
Einstein, Wm.		Mining Operator	320 Security Bldg.
Eiseman, B.	Rice, Stix Dry Goods Co.		Tenth and Washington ave.
Eisenmayer, P. H., Jr.	So. Ill. Elevator	Milling Co.	Murphysboro, Ill.
Elliman, T. L.	D. R. Francis & Bro.	Commission Co.	214 N. Fourth st
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Elliott, S. Lee	Missouri Commission Co.,		22 N. Fourth st.
Ellis, Wm. C.	Kehlor Flour Mills Co.,	Milling	401 Chamber of Commerce.
Elmore, V. C.		Grain	Ashland, Ill.
Ely, Arch F.		Grain	Jerseyville, Ill.
Engel, L. F.			4323 Forest Park Blv.
Engel, Wm.		Teamster	2901 Wisconsin ave.
Engelke, Fred.	New Baden Milling Co.,		New Baden, Ill.
Eno, E. Bates.			Silver City, N. M.
Eppelsheimer, Frank.	Fischer Flour Co.		200 Market st.
Essmueller, Fred.	Essmueller M. F. Co.,	Millwrights	605 S. Sixth st.
Espenschied, Chas.			3500 Washington ave.
Euston, Alex.	Collier Shot Tower Works,		Security Building.
Evans, C. O.	Evans Bros.,	Tobacco & W. H. Co.	16th & Poplar st.
Evans, J. W.	N. Y. Life Ins. Co.,	Agent	Seventh and Olive sts.
Everingham, Henry D.		Grain	Fort Madison, Iowa.
Everingham, Lyman.	L. Everingham & Co.,	Com.	80 Bd. of Trade, Chicago.
Evers, John.	Teichmann Commission Co.		62 Gay Bldg.
Evill, Burton K.		Hay and Grain	421 S. Theresa ave.
Evill, Jno. H.	J. H. Evill Grain Co.,	Hay and Grain	506 S. Theresa ave.
Ewald, L. P.	Ewald Iron Co.,	Iron, etc.	941 N. Second st.
Ewing, James F.	J. F. Ewing Salt Co.,		814 Chamber of Commerce.
Ewing, W. K.	Morton & Co.,		509 Chamber of Commerce.
Eyster, W. C.	W. C. Eyster,	Commission	311 Chestnut st.

Faithorn, H. G.	Lehigh Valley Despatch,	Agent	305 Carleton Bldg.
Farley, J. H.		Commission	Fourth and Chestnut.
Farmer, W. W.	Washburn-Crosby Co.,	Flour	222 Granite Bldg.
Farrelly, Thos. F.		Real Estate	812 Chestnut st.
Faulkner, Wm. R., Jr.	Secretary to Chief	of Police	Four Courts.
Faust, A. E.	Faust & Sons Oyster Co.,	President	Broadway and Elm st.
Faust, Edward A.	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi sts.
Fay, Emory.	F. C. Taylor & Co.,	Commission	204 N. Main st.
Fears, John C.	Illinois Central	Elevators	New Orleans, La.
Feiner, Eugene J.	Engelke & Feiner	Milling Co.	816 S. Broadway.
Feiner, Frank.	Engelke & Feiner,	Milling Co.	816 S. Broadway.
Feldbusch, Herman.		Teamster	2108 Blair ave.
Felkel, E. E.	Missouri Commission Co.,		22 N. Fourth st.
Felker, T. A.		Banker	Vienna, Mo.
Ferguson, Hugh.	Hugh Ferguson & Co.,	Provision Brokers	101 N. Third st.
Ferguson, D. K.	Mechanics Bank,		Fourth and Pine sts.
Feuerbacher, F. W.	F. W. Feuerbacher	& Co., Malster	2705 S. Broadway.
Field, John T.			132 Laclede Building.
Figueiredo, A. de.	St. L. Transfer Co.,	Ass't Manager	400 S. Broadway.



## MEMBERS OF THE

Name.	Firm.	Business.	Location.
Filley, Chauncey I.			2700 Lawton ave.
Filley, John D.	St. Louis-Union Trust Co.		Fourth and Locust sts.
Finkenbinder, J. S.	St. Louis-Huntington	Oil Co.	3534 Washington ave.
Flinty, Thos.		Grain.	Xenia, Ill.
Fischer, John C.	Fischer Flour Co.		4 N. Main st.
Fischer, Louis F.	Chas. Tiedeman Mill. Co.		O'Fallon, Ill.
Fisher, Geo. K.	Alzheimer & Rawlings,	Brokers.	215 N. Fourth st.
Fisher, John A.	J. A. Fisher & Co.,	Hay.	1825 Rutger st.
Fisher, S. J.	Fisher & Co.,	Real Estate.	714 Chestnut st.
Fisher, Geo. D.	G. D. Fisher & Co.,	Real Estate.	216 Wainwright Bldg.
Fisse, Wm. E.		Attorney.	320 Rialto Building.
Flach, Joseph.	New Athens Milling Co.		New Athens, Ill.
Flebbe, Hermann.	Western Candy and	Bakers' Supply Co.	216 S. Third st.
Fleming, Thos. H. B.	O'Connor & Co.,	Market Reporter.	216 Market st.
Flesh, Edw. M.	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Flynn, Wm. C.			1220 Goodfellow ave.
Foell, Christian.			3108 Illinois ave.
Foell, Henry.	Foell & Co.,	Commission.	123 Market st.
Foote, E. L.			300 N. Fourth st.
Forrester, R. L.	V. C. Tice & Co.		71 Gay Bldg.
Forster, August F.			1438 E. Grand ave.
Forster, Otto E.		Physician.	520 N. Garrison ave.
Forster, C. Marquard.	St. L. Brew'g Assn.		809 S. Sixth st.
Foskett, Arthur I.	Foskett-Kissner Feed	Co.	4325 N. Broadway.
Fouke, Phil. B.	Funsten Bros. & Co.,	Commission.	109 N. Main st.
Fowler, Edwin.		Deceased.	
Fox, John W.	C., P. & St. L. R. R.,	Com'l Agent.	Houser Building.
Fraley, M.	Moses Fraley & Co.,	Insurance.	910 Century Bldg.
Francis, David R.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Francis, D. R., Jr.	Francis Bro. & Co.,	Stocks and Grain.	214 N. Fourth st.
Francis, T. H.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Francis, J. D. Perry.	Francis Bro. & Co.,	Stocks and Bonds.	214 N. Fourth st.
Franciscus, J. M., Jr.	Moffitt & Franciscus,	Real Estate.	703 Chestnut st.
Frank, John F.		Grain.	Okawville, Ill.
Frank, Max.	Frank & Wohlgemuth,	Horses and Mules.	3029 Glasgow Pl.
Frank, Nathan.	Star Publishing Co.		Ninth and Olive sts.
Franklin, Jos.	Wm. Barr Dry Goods Co.,	Dry Goods.	Sixth and Olive st.
Franklin, Spencer.		Broker.	1129 Channing ave.
Frederick, A. H.		Real Estate.	612 Chestnut st.
Freeborn, Charles S.			1746 Mississippi ave.
Fresch, Chas. M.	Young & Fresch Grain	Co.	413 Cham. of Com.
Freund, L.	Freund Bro. Bread Co.		913 Souldard st.
Friedman, B.			722 Chestnut st.
Fritschle, Robert.		Grocer.	5000 Gravois ave.
Fruin, Jeremiah.	Fruin-Colnon Con.	Co., Contractors.	127 Laclede Bldg.
Fry, J. F.	Brown, Fry & Co.,	Live Stock.	Nat'l Stock Yards, Ill.
Fuchs, Arnold.	Fuchs & Nieman,		822 N. Fourth st.
Funk, Joseph P.	J. P. Funk & Co.,	Tallow, etc.	914 N. Main st.
Funsten, R. E.	R. E. Funsten Dried Fruit	& Nut Co.	300 N. Commercial.
Funsten, Wm. F.	Funsten Bros. & Co.,	Commission.	109 N. Main st.
Fusz, F. D.	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Louis.	Regina Flour Mills		601 S. Main st.
Fusz, Eugene A.	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Paul A.			422 Security Building.
Fyffe, Wm. J.	Fyffe Bros. & Co.,	Commission.	50 B. of T., Chicago.
Gaiennie, Frank.			5440 Maple ave.
Galbreath, G. W.	Third National Bank,	Cashier.	417 Olive st.
Gale, Chas. B.	Gale & White,	Com. Produce Exchange,	New York.
Gandolfo, John B.	Gandolfo-Ghio	Mfg. Co.	104 S. Eighth st.
Gannett, Jno. M.			114 N. Fourth st.

Name.	Firm.	Business.	Location.
Gardner, R. E .....	Banner Buggy Co.,	.....	Broadway and Chouteau ave.
Gardner, Wm. A.....	W. A. Gardner & Co.,	Commission....	317 Chamber of Com.
Garneau, James W .....	Krey Packing Co.,	.....	Twenty-first and Bremen ave.
Garneau, Pierre A... ..	Krey Packing Co.,	Pork Packers.....	2100 Bremen ave.
Garrels, G. W.....	Franklin Bank,	Banking.....	Fourth and Morgan sts.
Garrett, Walter L..	Garrett-Kennedy Grain	Co.....	Kansas City, Mo.
Garrison, O. L.....	Big Muddy Coal &	Iron Co.....	912 Wainwright Bldg.
Garvey, Lawrence.....	L. Garvey & Co.,	Produce and Com..	1412 N. Broadway.
Gasser, Emil.....	M. M. McKeen & Co.,	.....	6 N. Second st.
Gatch, Elias S .....	Granby Mining and	S. Co.....	Mermod & Jaccard Bldg.
Gaupel, Henry J.....	.....	.....	1724 Longfellow blv.
Gaus, H., Jr.....	Henry Gaus & Sons,	Box Factory...	Main and Madison sts.
Gays, H. K.....	Jackson Bros. & Co.	.....	400 Cham. Com.
Gebhardt, Geo. E.....	Geo. E. Gebhardt &	Bro., Grocer.....	7830 Ivory ave.
Geddes, John.....	A. Geddes & Co.,	Merchants.	Royal Ins. Bldg., Chicago.
Geissmann, Otto.....	Highland Milling Co.,	Flour.....	Highland, Ill.
Geraghty, John E .....	Chapin & Co.,	Mill Feed.....	119 N. Third st.
Gerber, Charles.....	Gerber Fruit Co.,	.....	910 N. Third st.
Gerdes, Charles B... ..	Chas. B. Gerdes & Co.,	Grain.....	East St. Louis, Ill.
Gerhart, P. G.....	.....	.....	3640 Washington ave.
Gerhart, Frank H....	F. H. & C. B. Gerhart	Real Estate Co....	Wainwright Bldg.
Gerlach, W.....	.....	Insurance.....	6 N. Third st.
Gessler, Emil W .....	E. W. Gessler & Co.,	Commission.....	300 Cham. of Com.
Gessler, E. A.....	Gessler & Kraussnick,	Broker.....	411 Olive st.
Gettys, James M.....	W. P. Gettys & Son	Provision Co.....	113 N. Main st.
Gettys, Thos. B.....	W. P. Gettys & Son	Provision Co.....	113 N. Main st.
Gfeller, Alfred.....	.....	Lawyer.....	426 Roe Bldg.
Ghiselin, Horace.....	United Elev. & Grain	Co.....	516 Cham. of Commerce.
Ghio, James C.....	Barada-Ghio R. E. Co.	.....	1001 Chestnut st.
Giesecke, Otto ...	Chas. Ehlerman Hop and	Malt Co....	Twenty-second and Scott.
Gieselman, F. H.....	Chris. Sharp Com. Co.,	.....	202 N. Main st.
Giesler, John F.....	John F. Giesler & Bro.,	Feed.....	1831 Franklin ave.
Gifford, Isaac C.....	C. E. Gifford & Co.,	Grain.....	225 Rialto Bldg., Chicago.
Gill, Felton D.....	F. D. Gill & Co.,	Grain.....	33 Gay Bldg.
Gillett, Chas. W.....	Gillett & Denniston,	Grain.....	181 Lasalle st., Chicago.
Gillham, F. C.....	Alton Packing Co.,	Pork Packers.....	Alton, Ills.
Gillis, John G. ... ..	Picker & Beardsley,	Commission.....	118 N. Main st.
Gilmartin, Jas. J. ....	Mo. State Grain Insp.	.....	Equitable Bldg.
Gilmartin, P. J....	Linebarger & Gilmartin,	Brokers.....	12 Laclede Bldg.
Gintz, Adam.....	St. Clair Vinegar Co.	.....	Belleville, Ill.
Ginocchio, D.....	Ginocchio Bros. & Co.,	Fruits.....	713 N. Third st.
Giraldin, Chas. E... ..	Giraldin Bros. & Cates,	Real Estate.....	110 N. Eighth st.
Givens, Jos. W.....	.....	.....	Rialto Bldg.
Glaser, Carl S.....	Jos. Glaser & Son,	Brokers....	317 Olive st.
Glaser, Joseph.....	Joseph Glaser & Son,	Brokers.....	317 Olive st.
Goddard, G. F.....	E. Goddard Flour Co.	.....	1301 S. Second st.
Goddard, J. H.....	E. Goddard Flour Co.	.....	1301 S. Second st.
Goebel, Fritz.....	F. Goebel & Sons,	Wholesale Grocers..	27-29 S. Second st.
Goeke, Fred'k W.....	F. W. Goeke & Co.,	Commission.....	22 N. Second st.
Goerger, G. A... ..	Wm. Goerger Malting Co.,	.....	1701 Singleton ave.
Goerts, August.....	Germania Life Ins. Co.,	.....	308 Colonial Trust Bldg.
Goetz, Victor.....	.....	Millers' Agent.....	219 Market st.
Goldman, J. D..	Adler, Goldman Com. Co.,	Cotton Factors.....	112 S. Main st.
Goodall, John R....	W. H. Markham & Son,	Insurance.....	906 Century Building.
Goodnow, Frank.....	Miss. Valley Elev. &	Grain Co.....	Levee and Madison st.
Gordon, Samuel .....	Cox & Gordon	Provisions.....	1019 S. Third st.
Gordan, Thos. P.....	.....	Grain..	Bd. of T. Bldg., St. Joseph, Mo.
Gore, W. S.....	DuQuoin Mill Co.,	.....	DuQuoin, Ill.
Grafeman, Wm.....	Grafeman Dairy Co.	.....	2020 Franklin ave.
Graham, Ben B.....	Graham Paper Co.	.....	Second and Olive sts.
Graham, G. L.....	G. L. Graham & Co.,	Com.....	301 Chamber of Commerce.
Graham, Robt. S.....	G. L. Graham & Co.,	Commission.....	301 Cham. of Com.
Grant, W. D.....	W. D. Grant Pkg. Co.,	Pork Packer.....	} 3826 Garfield ave.
Grant, Chas. A .....	W. D. Grant Pkg. Co.,	Pork Packer.....	
Grant, Alex D.....	.....	Broker.....	Commonwealth Tr. Bldg.

Name.	Firm.	Business.	Location.
Grassmuck, Wm	Wabash Elevator,	Grain	Second and Biddle sta.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging	102 Rialto Building.
Graves, Oswald	Sidney C. Love & Co.,		207 Chamber of Commerce.
Graves, W. W.	National Biscuit Co.,		205 LaSalle st., Chicago, Ill.
Gray, Clarence Edwin	Karrick, Gray &	Williams, Grain	B. of T., Chicago
Gray, Melvin L.		Lawyer	509 Chestnut st.
Green, Francis X.	The Chas. Green Real	Estate Co	720 Chestnut st.
Green, H. H.	Green Car-Wheel Mfg. Co.,	President	3018 N. Broadway.
Green, Chas.	Chas. Green Real Est. Co.,		720 Chestnut st.
Green, James	Laclede Fire Brick Mfg. Co.		Manchester and Sulphur ave.
Green, W. L., Jr.	Burlington Elevator,		64 Laclede Bldg.
Greer, Robert C.	Greer-Anderson	Realty Co.	719 Chestnut st.
Gregg, Norris B.	Mound City Pt. & Col. Co.,	Paints and Oils	811 N. Sixth st.
Gregg, W. H., Jr.	Monnd City Pt. & Col. Co.,	Paints and Oils	811 N. Sixth st.
Gregory, James A.			5408 Maple ave.
Greve, Henry	John Wahl Com. Co.,		2 S. Main st.
Grier, J. P.			
Grier, R. C.		Attorney	802 Missouri Trust Bldg.
Griesedieck, Paul H.	H. Griesedieck Malting Co.		1184 S. Twelfth st.
Griesedieck, Bernard	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sta.
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sta.
Griesedieck, Henry C.	Consumers Brewing Co.		1900 Shenandoah st.
Griesedieck, Henry, Jr.	Nat'l. Brew'y Co.,	Br'wrs	Eighteenth and Gratiot sta.
Griesedieck, H. L.	H. L. Griesedieck Distilling Co.,	Liquors	715 N. Sixth st.
Griesedieck, Frank	H. Griesedieck & Co.,	Malster	1110 Park ave.
Griffin, T.			312 S. Fourth st.
Grimes, I. C.		County Sheriff	Huntsville, Mo.
Grimm, Henry J.	Grimm & Co.		132 Cham. Com.
Grone, Ed.	Grone & Co.,	Soda	18 S. Eleventh st.
Grone, Herman	Grone & Co.,	Soda Water	13 S. Eleventh st.
Grone, John G.	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Gronemeyer, C. L.			2954 Clark ave.
Grossheider, Aug. F.		Hay and Grain	2817 Easton ave.
Grubbs, H. B.	Columbia Biscuit Co.		Fourteenth and Papin sts.
Gruensfelder, Louis		Deceased	
Gruet, John P.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut st.
Haarstick, Hy. C.	St. L. & Miss. Val. Tr. Co.,	President	103 N. Third st.
Haarstick, Wm. T.	St. L. & Miss. Val. Tr. Co.,	Vice-President	103 N. Third st.
Haddaway, W. S.	Consolidated Coal Co.,		Laclede Building.
Haering, John		Teamster	2016 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haeussler, Herman A.	H. A. & H. H. Haeussler,	Lawyer	34 Laclede Bldg.
Hagerman, James		Attorney	606 Wainwright Building.
Hainsworth, Jonas			1235 Armstrong ave.
Haley, Claude E.	D. I. Bushnell & Co.,	Seeds	109 N. Second st.
Hall, Chas. E.	Langenberg Bros. & Co.,	Commission	417 Cham. of Com.
Hall, Edward P.	Nanson Com. Co.		202 Cham. Com.
Hall, Geo. H.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, John E.	John E. Hall Com. Co.		418 Chamber of Commerce.
Hall, Louis T.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, Marshall	W. L. Green Com. Co.		62 Laclede Building.
Hallet, F. A.	Hallet & Co.,	Grain	Minneapolis, Minn.
Halliday, H. E.	H. L. Halliday Mfg. Co.,		Cairo, Ill.
Hamilton, Alexander	Gartside Coal Co.,	Coal	1121 Pine st.
Hammer, L. F.	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Handlan, A. H.	Handlan Buck Mfg. Co.,	Railroad Supplies	210 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.,	President	Ninth & N. Market st.

Name.	Firm.	Business.	Location.
Hannigan, K. B.	Southern Ry.		100 N. Fourth st.
Hanson, C. T.	P. B. Mathiason Mfg. Co.		5310 N. Second st.
Hanson, P. M.	Nat'l Enam. & Stamp'g Co.,	Traffic Mngr.	2nd st. and Cass ave.
Hardy, Geo. S.	Morgan-Hardy Grain Co.		Union City, Tenn.
Harig, Albert J.	Annan, Burg & Co.		117 N. Third st.
Harrington, Charles M.	The Van Dusen-Harrington Co.		Minneapolis, Minn.
Harris, Benj.	B. Harris & Co.,	Wool.	Second and Walnut st.
Harrison, W. B.	W. B. Harrison Grain Co.	Hay and Grain.	53 Gay Building.
Harroun, A. L.	Harroun Commission Co.		Kansas City, Mo.
Harroun, A. M.	Harroun Elevator Co.,		405 Rialto Bldg., Chicago.
Harroun, W. H.	Harroun Elevator Co.		103 N. Third st.
Harstick, J. C.	Excelsior Brewery,	Teamster.	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.,	Printing.	513 Market st.
Hartmann, Ernst.	E. Hartmann Hide &	Leather Co.	1905 Shenandoah ave.
Hartmann, Rudolph.	R. Hartmann & Co.,	Commission.	14 S. Second st.
Hartman, John.		Merchant Tailor.	612 N. Broadway.
Hartnett, Jos. P.	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Hartzell, S. S.	Hartzell Light &	Milling Co.	Poplar Bluff, Mo.
Harvey, Geo. Jr.	P. M. Brunner Granitoid Co.		211 Odd Fellows' Bldg.
Harvey, R. S.			Eldon, Mo.
Hattersley, F.	F. Hattersley Bro. & Co.		205 Pine st.
Hattersley, Jos.	F. Hattersley Bro. & Co.		205 Pine st.
Hauptmann, Peter.	Peter Hauptmann &	Co., Tobacco.	513 N. Third st.
Havlin, John.			Gay Building.
Hawes, Harry B.		Lawyer.	810 Lincoln Trust Bldg.
Hawken, Wm. H.	Jno. Jackson Investment Co.		51 Gay Building.
Hayden, T. F.	Hayden Slate Co.		2008 Locust st.
Haynes, Delos R.	Haynes Bros.	Real Estate.	403 Mo. Trust Building.
Haynes, W. J.	Front Rank Steel	Furnace Co.	23rd & Lucas ave.
Hazard, Wm. P.	Monarch Rubber Co.	Vice-Pres't.	Bittner & Kenrick sts.
Healey, E. S.	Glencoe Lime & Cement Co.		1400-A Old Manchester rd.
Heath, A. J.	A. J. Heath & Co.,	Commission.	304 N. Commercial st.
Heege, Albert.		Grocer.	Clayton, Mo.
Heege, Theodore.		Grocer.	Kirkwood, Mo.
Heger, Frederick	Heger & Seiferth,	Game, etc.	122 N. Main st.
Heurischmeyer, Henry		Feed.	6830 S. Broadway.
Heintz, Emil.	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heltzeberg, Chas. L.	Beaumont Inv. Co.		301 Wainwright Bldg.
Helein, Geo. A.		Cooperage.	419 S. Fourteenth st.
Helery, M. F.		Retail Liquors	112 N. Third st.
Hellman, A. M.	A. M. Hellman & Co.,	Wholesale Liquors.	508 N. Second st.
Hellman, Chas.	Hellman-Godlove	Mer. Co.	120 N. Main st.
Helm, Louis		Commission	322 Pine st.
Heltzell, D. S.	H. C. Coleman Com. Co.,		508 Cham. Com.
Heltzell, Harry Dallas.	Geo. J. Schulte &	Co., Commission.	507 Cham. Com.
Heman, Fred.		Deceased	
Heman, G. A.		Hay and Grain.	1221 N. Jefferson av.
Heman, John C.	Heman Construction Co.		108 1/4 N. Eighth st.
Hemenway, Wm. D.	Peugnet &	Hemenway, Ins.	902 Century Bldg.
Hendee, S. A.	S. A. Hendee & Co.,	Grain.	Bushnell, Ill.
Henry, Frank R.	St. Louis Transit Co.,	Auditor	3869 Park ave.
Henseler, F. F.	Drayage Transfer Co.,		10 Bridge Approach.
Henson, Mark.	County Supt. of Schools,		Granite City, Ill.
Henze, F. W.	Old Rock Bakery Co.,	Baker	417 Lucas ave.
Herf, O.	Herf & Frerichs Chemical Co.		4528 S. Broadway.
Hesse, Ludwig.	Kehlor Flour Mills Co.		401 Cham. Com.
Hewit, O.		Commission.	1823 Cora Place.
Heydt, John B.	Heydt Bakery Co.		1611 Biddle st.
Heyman, Wm.	Lackawana Line,	Agent	105 Ry. Exchange.
Hezel, Charles.		Deceased	
Hezel, Charles, Jr.	Hezel Milling Co.,		East St. Louis, Ill.
Hezel, E. T.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Frank.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Moris		Deceased	
Hickey, Dewey A.	Traube Pittman,	Broker.	208 Rialto Bldg.

Name.	Firm.	Business.	Location.
Hickman, W. T.		Deceased	
Hilke, Christoph		Flour and Feed	8749 N. Broadway.
Hilke, Christ H.	Christ Hilke,	Feed	8747 N. Broadway.
Hill, Ewing	Western Advertising Co.		306 Century Building.
Hill, Wm. T.	J. H. Teasdale	Commission Co	100 N. Fourth st.
Hill, G. W.			215 Cham. Com.
Hill, Walker	American Ex. Bank,	President	207 N. Broadway.
Hilliar, W. T.	Erie Dispatch,		102 N. Fourthst.
Hinchman, J. G.		Prov'n Inspector	22 S. Commercialst.
Hindman, James H.		Farmer	Rockwood, Ill.
Hirsch, I. C.	Cal. Hirsch & Sons Iron &	Rail Co.	Wells Bldg.
Hirschberg, F. D.	F. D. Hirschberg & Bro.,	Insurance	123 N. Third st.
Hitchcock, Henry		Deceased	
Hitchcock, E. A.	Secretary of the Interior,		Washington, D. C.
Hobart, B. F.	Cherokee-Lanyan Spelter	Co.	Springfield, Mo.
Hodge, James	The Paddock-Hodge Co.		Toledo, Ohio.
Hodgman, E. M.	J. E. Crawford & Son,	Stock Brokers	421 Olive st.
Hodgkins, Elbert	Kehler Flour Mills Co.,	Flour	402 Chamber of Commerce.
Hoffmann, August	Hoffman Heading &	Stave Co., Coopers	Dexter, Mo.
Hoffman, Geo. E.	Merchants'-Laclede Nat.	Bk., Cashier	Fourth and Olive sta.
Hofman, Louis			3007 Rauschenbach ave.
Hofmann, F. W.	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hofmann, E. G.	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hogan, C. C.	MoReynolds & Co.,	Grain	820 Security Bldg.
Hogenmiller, John A.	Hogenmiller Com.	Co.	714 N. Third st.
Holbrook, Walter J.	Holbrook-Blackwelder	R. Est. Trust Co.	107 N. Seventh st.
Holland, Geo. H.		Deceased	
Holland, James F.	Annan-Burg & Co.		117 N. Third st.
Holliday, Joseph G.		Attorney-at-Law	52 Laclede Bldg.
Holliday, Omar	Fulton Bag & Burlap Co.		612 S. Seventh st.
Hollmann, Julius	Cairo Milling Co.		Cairo, Ill.
Holmes, Jesse H.	H. & L. Chase Bag Co.		18 N. Main st.
Holtzelaw, Frank			Hannibal, Mo.
Hopkins, James			Security Bldg.
Hopplius, Herman F.	Mullen & Hopplius	Painting Co	114 Olive st.
Horn, Benjamin F.		Cooperage	E. St. Louis, Ill.
Horn, Benj. F., Jr	Benj. F. Horn,	Cooperage	Mo. ave. E. St. Louis, Ill.
Horn, Chas. W.	Benj. F. Horn,	Cooperage	Mo. ave. E. St. Louis, Ill.
Horner, E. P.	Allen-West Com. Co.,		104 S. Main st.
Hornsby, Joseph L.		Attorney	520 Rialto Bldg.
Hospes, Richard	Ger. Sav. Institution,	Cashier	Fourth and Pine sta.
Houghtlin, D. M., Jr.	Wiggins Ferry Co.		923 Security Bldg.
House, Richard J.		Hay and Grain	Kansas City
Howard, F. F.	W. P. Howard & Co.,	Commission	414 N. Commercial st.
Howard, J. J.	W. P. Howard & Co.,	Commission	408 N. Levee.
Howard, L. J.		Deceased	
Howard, John W.		Liquors	307 N. Garrison ave.
Hoyt, E. R.	Hoyt Metal Co.,	Secretary	4153 Clayton ave.
Hubbard, Robt. M.	Hubbard & Moffitt,	Commission Co	322 Pine st.
Hudson, H. Newton	Hoyt Metal Co.		4153 Clayton ave.
Hudson, Wm. A.	Hudson Bros. Com. Co.,	Commission	212 N. Second st.
Hudson, John		Deceased	
Huff, C. H.	C. H. Huff & Co.,	Machinery	Twelfth and Papin st.
Hug, Henry	Laclede Hay & Grain Co.,		110 So. Jefferson ave.
Hull, Wm. L.			520 Cham. of Com.
Hundley, J. H.		Grain Broker	132 Cham. Com.
Hunicke, John	St. Louis Brewing Assn.		Seventh and Chestnut sta.
Hunn, Eugene F.	C. H. Canby & Co.,		Chamber of Commerce.
Hunter, E. O.	Hunter Bros. Milling Co.		60 Gay Bldg.
Hunter, Henry	Chris. Sharp Com. Co.,		202 N. Main st.
Huppert, W. E.	Klausman Brewery Co.	Book-keeper	8639 S. Broadway.
Hussmann, Henry	G. Ziebold & Son,		Red Bud, Ill.
Husted, Edward C.	St. Joe Lead Co.,		166 Laclede Building.
Hutchinson, R. R.	Mechanics' Bank,	President	Fourth and Pine sta.



Name.	Firm.	Business.	Location.
Hutchinson, Jas...	Jas. Hutchinson & Sons,	Sugar Brokers ..	712 Spruce st.
Huttig, C. H.....	Third National Bank,	President.....	417 Olive st.

Ichtertz, Geo. J.....	W. A. Gardner & Co.,	Commission.....	317 Cham. Com.
Imbs, Joseph F.....	J. F. Imbs Milling Co.		67 Gay Bldg.
Imbs, Al. V.....	J. F. Imbs Milling Co.		67 Gay Bldg.
Immer, E. B.....		Grain .....	1101 N. Grand ave.
Ismert, Joseph...	Pinckneyville Milling Co.		Pinckneyville, Ill.

Jameson, Francis A.....	Chapin & Co.,	Millfeed.....	119 N. Third st.
Jannopoulo, D.....	Mo. Tent & Awning Co.,	Tents.....	102 N. Second st.
Jasper, Louis A.....	Jasper & Sellmeyer,	Commission.....	835 N. Third st.
Jennings, A. M.....	Printing Telegraph	News Co.....	307 Cham. Com.
Jenkins, B. C.....		Broker.....	Bank of Commerce Bldg.
Johnson, Albert S.....	Terminal R. R. Assn.		Twelfth and Poplar sts.
Johnson, F. N.....			500 Cham. of Com.
Johnson, M. B.....	T. E. Price & Co.,	Commission.....	111 N. Third st.
Johnston, George S..	Johnston T. F. & Met.	Co., Tin Foil Manuf..	6020 S. Broadway.
Johnston, Wm. C.....	Donk Bros.,	Coal & Coke Co.....	314 N. Fourth st.
Jones, Breck.....	Miss. Valley Trust Co.,	2d V.-P & Counsel....	201 N. Fourth st.
Jones Charles, Jr.....			Labadie, Mo.
Jones, Louis J.....	Chapin & Co.,	Mill Feed.....	119 N. Third st.
Jones, C. Norman..	St. Louis Brewing Assn.		702 Wainwright Building.
Jones, Ezekiel....	Jones-Pope Produce Co.,	Commission.....	917 N. Fourth st.
Jones, Geo. P.....	Geo. P. Jones & Co.,	Oil.....	704 N. Main st.
Jones, Vincent M...	John Mullally Com. Co.		405 Chamber of Commerce.
Judson, F. N.....	Judson & Green,	Lawyers.....	500 Rialto Building.
Judd. W. D.....	Columbia Elevator,		506 Chamber of Commerce.

Kaehler, E.....	Interstate Despatch,	Agent.....	305 Houser Building.
Kaiser, Henry.....	John G. Kaiser & Co.,	Grocers.....	901 Franklin ave.
Kaiser, Jacob.....	Jacob Kaiser & Co.,	Manufacturers....	Third and Elm sts.
Kalb, C. R.....	G. O. Kalb & Son,	Insurance.....	957 Century Bldg.
Karns, W. H.....	J. R. Lucas & Co.,	Commission.....	Gay Bldg.
Karrick, Henry L.....	Henry Karrick Co.,	Grain.....	20 C. of C., Minneapolis.
Karst, Eugene.....	U. S. Trust Co.		Broadway and Locust st.
Kassuba, Walter L.....	Kassuba Com. Co.		Milwaukee, Wis.
Kauffman, H. M.....	G. H. Walker & Co.,	Broker.....	307 N. Fourth st.
Kauffman, John W.....			Kings Highway and Lindell Blv.
Kauffman, F. E....	Bernet, Kraft & Kauffman	Milling Co.....	305 Cham. Com.
Kaune, Wm. G.....	Kerens-Donewald Coal	Co.....	Worden, Ill.
Kavanaugh, W. K.....	Wiggins Ferry Co.,	President.....	918 Security Bldg.
Keeble, W. B.....	Senter Commission Co.,	Commission .....	25 S. Third st.
Keheler, P. F.....		Investments.....	313 Olive st.
Kehoe, C. J.....	F. D. Hirschberg & Bro.,	Insurance.....	123 N. Third st.
Kehlor, D. M.....			3000 Pine st.
Kehlor, J. B. M.....		Deceased.....	
Keiflein, John M.....	Consolidated Coal Co.,	Superintendent ....	Foot of Locust st.
Keirse, W. H.....	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Keiser, C. J.....	Keiser Bros. Milling Co.,	Flour.....	Mt. Olive, Ill.
Keiser, Robert H.....		Real Estate.....	417 Pine st.
Kelly, E. M.....	Liberty Mills,		Nashville, Tenn.
Kemper, Wm. T.....	Wm. T. Kemper Elev.	Co.....	Kansas City, Mo.

Name.	Firm.	Business.	Location.
Kennard, Sam. M.	Kennard & Sons Carpet Co.	Carpets..	Fourth and Washington
Kennedy, Maxwell.....	Kennedy Grain Co.		520 Cham. of Com.
Kennedy, Samuel G.....		Insurance.....	657 Century Building.
Kennett, Wm. P.....	D. A. Francis & Bro.	Com. Co.	214 N. Fourth st.
Kenney, Grant W.	Grant W. Kenney Grain Co.	Commission....	Kansas City, Mo.
Kent, H. V.....	Kent & Purdy Palat Co.		701 N. Second st.
Kerens, Vincent...	Kerens-Donnewall Coal Co.		Rialto Bldg.
Kern, Chas.....	Union Biscuit Co.		Sixth and Carr sts.
Kerr, J. H.....	American Refrigerator Transit Co.		410 Century Bldg.
Ketchum, Horace F.....	Langenberg Bros. & Co.		417 Chamber of Commerce.
Keyes, S. P.....		Livery.....	1100 St. Ange ave.
Kidston, James.....	James Kidston & Co.	Com'n.....	625 Rialto Bldg., Chicago.
Kiely, P. M.....	P. M. Kiely & Co.	Commission.....	914 N. Third st.
King, Goodman.....	Mermod & Jaccard	Jewelry Co..	Broadway and Locust st.
King, Lawrence L.....		Fire Insurance.....	835 Century Bldg.
King, Wm. J. 2nd .....	Mass. Mutual Life,	Manager.....	Century Bldg.
Kingsland, L. D.....	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo....	Central Union Brass Co.		Eleventh and Mullanphy sts.
Kinsella, James .....	Kinsella & Co.	City Weighers....	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.....	715 Spruce st.
Kissner, John.....	Foskett & Kissner,	Feed.....	4323 N. Broadway.
Klasing, Aug. F.....		Groceries and Feed..	5034 N. Broadway
Klauber, John.....	A. Klauber & Sons Iron	& Metal Co.....	511 S. Fourth st.
Klauber, Daniel....	A. Klauber & Sons Iron	& Metal Co.....	511 S. Fourth st.
Klein, Jacob.....	Klein & Hough,	Attorneys.....	902 Rialto Bldg.
Klein, Jno. S.	Nulsen-Klein-Krausse Mfg. Co.	Dry Paints..	Sidney st. and Levee.
Klenk, Charles.....	A. Laux & Son Pork	Packing Co...	Russell and DeKalb st.
Knapp, W. E.....	Jno. E. Hall Com. Co.		418 Cham. Com.
Knebel, L.....	L. Knebel & Co.,	Grain and Lumber.....	Pierron, Ill.
Kneeland, Lorenzo D.....	Lester Kneeland & Co.,	Grain and Stock Brokers....	219 LaSalle st., Chicago.
Knehans, H. W., Jr..	H. W. Knehans & Sons,	Commission.....	1022 N. Third st.
Knight, Geo. W. J....	Meyer Bros. Drug Co.		Fourth st. and Clark ave.
Knight, Harry F.....	A. G. Edwards & Son,	Brokerage Co.....	412 Olive st.
Knoblauch, C. O.....		Deceased .....	
Knox, C. G.....	National Stock Yards,	V.-Pres....	National Stock Yards, Ill.
Koechig, Wm.....	Jos. A. Buckland & Co.,	Hay and Grain.....	103 S. Third st.
Koehler, C.....	Columbia Brewing Co.		Twentieth and Madison sta.
Koehler, Henry, Jr..	American Brewing Co.		2825 S. Broadway
Koehler, Hugo A.	The American Bw'g. Co.,		2825 S. Broadway.
Koehler, Julius H..	Columbia Br'wing Co.,		Twentieth and Madison st.
Koenig, Edw. R.....	Wm. Koenig & Co.,	Harvesting Machinery...	120 S. 8th st.
Koenigsmark, Jacob J.....		Flour Mill.....	Waterloo, Ill.
Koeingsmark, T.....		Milling.....	Waterloo, Ill.
Kohlby, Louis.....		Feed.....	3254 S. Jefferson ave.
Kohlby, Louis, Jr....	Louis C. Kohlby &	Bro., Feed.....	8407 Missouri ave.
Kohl, F.....	Kohl & Niemann,	Feed.....	Venice, Ill.
Kohn, R. D.....	Kohn & Co.		815 N. Fourth st.
Kolb, Adolph.....	Southern Feed Co.,	Pres. and Treas....	911 S. Seventh st.
Kotany, M.....		Stock and Bond Broker...	409 Olive st.
Kracke, J. H.....	J. H. Kracke Grain Co.		208 N. Fourth st.
Krausse, E. B., Jr..	Nulsen, Klein & Krausse Mfg. & Mining Co.		Levee & Sidney
Kraussnick, E. C....	Gessler & Kraussnick,	Brokers.....	411 Olive st.
Krenning, H. B.....	Hartog Stencil Mach.	Co.....	322 Bank of Commerce Bldg.
Kretschmar, Ernest.....		Provisions.....	2700 Cherokee st.
Krey, Fred .....	Krey Packing Co.,	Pork Packers...	21st and Bremen ave.
Kriekhaus, A.....		Deceased .....	
Krite, F. H.....	Hezel Milling Co.,	Millers.....	East St. Louis, Ill.
Kroeger, Mathias.....	Henry Sayers & Co.,	Commission.....	410 Cham. Com.
Kron, A.....		Livery Stable.....	2122 N. Tenth st.
Kuenke, Henry.....		Flour and Feed.....	2653 Gravois ave.
Kuhlman, Henry W.....		Feed.....	2304 Bremen ave.
Kuhn, Francis.....	St. Louis Distilling Co.		Twenty-third and Madison sts.
Kuhn, Robert C.....	Bartlett, Kuhn & Co.,	Grain and Hay ....	Evansville, Ind.

Name.	Firm.	Business.	Location.
Kuhs, H. W.....	H. W. Kuhs & Co.,	Grocers and Com.....	28 S. Third st.
Kunz, Henry.....		Malster.....	1813 Ann ave.
Kupferle, E.....	Kupferle Bros. Mfg. Co.		600 N. Second st.
Lackland, R. J.....	Boatmens' Bank,	President...	4th and Washington ave.
Lackland, Edgar C.....			58 Laclède Building.
Lahey, Thos. P.....	T. E. Price & Co.,	Commission.....	111 N. Third st.
Laidley, W. H.....	W. H. Laidley & Co.,	Com'n.....	190 LaSalle st., Chicago
Lake, Wm. H.....		Grain.....	6 Sherman st., Chicago.
Lamping, W. C....	W. C. Lamping Grain Co.,	Broker.....	212 Cham. of Com
Lamy, Chas. O....	J. H. Teasdale Com. Co.,		100 N. Fourth st.
Lamy, Joseph F.....	W. A. Gardner & Co.,	Commission.....	817 Cham. of Com.
Landau, Louis.....	Landau & Co.,	Grocers.....	817 N. Second st.
Lang, George.....	Braun-Lang Com. Co.,	Flour and Commission..	Gay Building.
Lang, B. H.....	B. H. Lang & Co.,	Commission.....	415 Cham. of Com.
Lang, Ben S.....	Carlisle Grain Co.		415 Cham. of Com.
Langenberg, Geo. F....	Langenberg Bro. &	Co., Commission...	417 Cham. of Com.
Langenberg, H. F....	Langenberg Bro. &	Co., Commission...	417 Cham. of Com.
Langenberg, H. H....	Langenberg Bros. &	Co., Commission ..	417 Cham. of Com.
Langenberg, C. H....	Front Rank Steel	Furnace Co.....	23rd and Lucas ave.
Langton, J. J. P.....	Langton & McColl,	Prov. Broker .....	802 Spruce st.
Lanitz, George.....		Grain.....	822 Pine st.
Lansing, E. W.....	Thos. Bennett & Co.,	Brokers.....	8018 Locust st.
Larimore, N. G....	Elk Valley Farming Co..		Larimore, N. Dakota.
Larimore, Jameson .....		Farmer.....	Larimore, N. Dakota.
Lassen, Chas. F.....	Fisher & Co.,	Real Estate.....	714 Chestnut st.
Latal, John J.....	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourette, James..	Columbia Zinc Works,		Marion, Ind.
Latta, H. J....	Maxwell & Crouch Mule Co.,		National Stock Yards.
Laughlin, J. R .....		Real Estate.....	606 Fullerton Bldg.
Lawnin, Jos. D.....		Lumber.....	807 N. Levee.
Lay, George.....	Carondelet Milling Co.		7020 S. Broadway.
Leask, Arthur...	Bartlett, Frazer & Carrington,	Com.....	6 Sherman st., Chicago.
Ledwidge, John J.....	D. P. Byrne & Co.,	Commission.....	818 Cham. Com.
Lee, W. H.....	Merchants'-Laclede Nat'l	Bk., Pres.....	Fourth and Olive sts.
Lee, Wm. H.....		Deceased .....	
Leftwich, W. M.....	Leftwich Inv. Co.		Gay Bldg.
Lehman, S. M.....	Lehman Bros.,	Commission.....	16 William st., N. Y.
Lelong, A. A.....	Citizens' Bank,	Cashier.....	New Orleans.
Lemcke, L.....	L. Lemcke & Co.,	Commission.....	822 Pine st.
Lemp, Wm. J....	W. J. Lemp Brewing Co.,	Pres't .....	Thirteenth and Cherokee.
Lemp, Louis F....	W. J. Lemp Brewing Co.,	Supt .....	Thirteenth and Cherokee.
Lemp, Wm. J., Jr..	W. J. Lemp Brewing Co.,	V-Pres't...	Thirteenth and Cherokee.
Lemp, Carl A....	W. J. Lemp Brewing Co.,	Treas .....	Thirteenth and Cherokee.
Leonhardt, R. H.....	Saxony Mills,	Flour.....	312 Lombard st.
Lepp, Henry .....		Flour Mill.....	DeSoto, Mo.
Levy, Falk.....		Mdse. Broker.....	1012 Lucas ave.
Lewis, Arnold C.....			401 Chamber of Commerce.
Lewis, George H....	Lawrenceburg Roller	Mills Co.....	Lawrenceburg, Ind.
Lewis, Turner T.....			805 Wainwright Building.
Lewis, J. R.....	Mitchell, W. B.	F. L. & J. R. R. Co.....	34 Gay Bldg.
Lewis, Chas. E.....	Chas. E. Lewis & Co.,	Brokers.....	Minneapolis, Minn.
Liermann, John C.....		Feed.....	3228 S. Thirteenth st.
Lightner, Frank .....			1408 Union boulevard
Lindman, Oscar F.....		Grain Com.....	53 B. of T., Chicago
Lindsay, John W.....	B. & O. S.-W. R. R.		Sixth and Olive sts.
Lindsay, W. C.....	L. H. & St. L. Ry.,	Gen'l Agent .....	206 N. Broadway.
Lippelt, Lewis A. J.....		Real Est. & Loans .....	824 Chestnut st
Lippelt, G. H.....	G. H. Lippelt & Co.	Dry Goods.....	803 Washington ave.
Liquin, K. K.....	Clinton Grain Co.		Clinton, Iowa.
Litchfield, Parker H....	The Modern Miller Co.....		57 Gay Bldg.



Name.	Firm.	Business.	Location.
Little, Wm. C.....	W. C. Little & Bro. Inv. Co.....		213 N. Fourth st.
Little, H. J.....	W. C. Little & Bro. Inv. Co.....		213 N. Fourth st.
Lockwood, James Y.....	Interstate Car Transfer Co.....		818 Security Bldg.
Loeb, C. M....	American Metal Co., Limited,		318 Security Building.
Loewen, David.....	Loewen Broom Corn & I. Co.....		17 N. Main st.
Logan, Theron.....	Logan & Bryan, Commission		Chicago, Ill.
Logeman, C. A....	F. H. Logeman Chair Co.		2000 N. Main st.
Lohmann, Wm. H.....		Hay and Grain.....	614 Ann ave.
Lonergan, T. J.....	T. J. Lonergan & Co.		507 Chamber of Commerce.
Lord, John K., Jr.....	R. G. Dun & Co.		314 Pine st.
Lorenz, Henry.....		Farmer	Lithium, Mo.
Lothman, Wm.....	Hafner Cypress Co.		Hall and Dock sta.
Louderman, John H.....			510 Pine st.
Louderman, Jno. H., Jr.....			510 Pine st.
Louderman, Henry B.....			510 Pine st.
Louderman, H. B., Jr.....	Swift & Co., Packers.....		Nat'l. Stock Yards, Ill.
Love, John E.....	Love & Sons,	Real Estate.....	802 Chestnut st.
Love, Sidney C.....	Sidney C. Love & Co.,	Grain, etc.....	207 Cham. Com.
Lucas, James R.....	J. R. Lucas & Co.,		45 Gay Building.
Lucas, John B. C.....		Real Estate.....	709 Chestnut st.
Ludington, Elliot K.....	H. & L. Chase Bag Co.....		18 N. Main st.
Ludington, F. H.....	H. & L. Chase Bag Co.,		18 N. Main st.
Luehrmann, Aug. F. W.....	Luehrmann Bros.	Hay & Grain Co, Com....	2300 N. 2nd st.
Lueking, A. C.....		Drayman....	8th and Washington ave.
Lueking, H. A.....			1404 Mullanphy st.
Lumaghi, Joseph D.....	Lumaghi Coal Co.		411 Olive st.
Lungstras, Eugene.....		Deceased.....	
Lusk, Isaac P.....	Diamond Jo Line,	Steamboat Agt..	Foot of Wash'n ave.
Luth, Fred L.....	Columbia Biscuit Co.		Fourteenth and Papin sta.
Lyle, Hugh Ranken....	Miss. Val. Trust Co.,		Fourth and Pine sta.

Mack, Henry W.....	Connor Bros. & Co., Commission.....		46 Gay Building.
Mackey, John.....	G. L. Graham & Co.		301 Cham. Com.
Macy, E. F....	Mound City Ice & Cold Stor. Co., Sec'y & Treas....		8015 N. Broadway
Maffitt, Wm. C.....			519 Security Building.
Maginn, James P.....		Lawyer.....	421 Olive st.
Maguire, Chas. J.....	Maguire Coal Co.		411 Olive st.
Maguire, Louis T.....	Oriel Glass Co.		617 Chestnut st.
Mallinckrodt, Edw.....	Mallinckrodt Chem. Wks., Mfg. Chem..		Mallinckrodt & 2d.
Manewal, L. A.....	Manewal-Lange Biscuit Co.....		Fifteenth and Clark ave.
Mann, T. L.....	H. Griesedieck & Co.,	Malsters.....	1134 S. Twelfth st.
Mansur, C. W.....	John Deere Plow Co.		Tenth and Spruce sta.
Marbes, C.....	Eau Claire-St. Louis Lumb. Co.....		2505 S. Broadway.
Markham, G. D.....	W. H. Markham & Son,	Insurance.....	906 Century Bldg.
Markle, C. N.....	Markle Lead Works,		720 Rialto Building.
Marks, David A.....	Stobie Cereal Mills,	Macaroni & Verm....	711 N. Second st.
Marks, John J.....	Stobie Cereal Mills,		711 N. Second st.
Marquis, P. S.....	S. E. Barrett Mfg. Co.,	Gravel Roofing...	1101 Fullerton Bldg.
Marshall, Ben F....	Ben F. Marshall & Co.,	Grain.....	Blodgett, Mo.
Marshall, F. E....	Nat'l Bank of Commerce,		Broadway and Olive st.
Marshall, J. D.....	J. D. Marshall Livery Co.....		1028 N. Vandeventer ave.
Marshall, S. T....	Calumet Grain Com. Co.		69 Gay Bldg.
Marshall, W. J.....	Connery Com. Co.		511 Cham. Com.
Martin, C. T.....	W. C. Lamping Grain Co.		212 Cham. of Commerce.
Martin, Geo. C., Jr....	Goffe, Lucas & Carkener, Com'n.....		507 Cham. Com.
Martin, M., Jr.....			817 Olive st.
Martin, Thos. King....	G. L. Graham & Co.		301 Cham. Com.
Martin, Thos. L.....	Burlington Elevator,		64 Laclede Bldg.
Mason, Geo. M.....	Traders Despatch,		505 Houser Bldg.
Mason, Isaac M.....	Franklin Lead Co.		507 Commercial Bldg.
Massengale, John E....	St. Louis & Tenn. Riv. Pack. Co., Sec.....		Foot of Pine st.

Name.	Firm.	Business.	Location.
Matthews, Geo. T.....	Geo. T. Matthews & Co.,	Oils, etc.....	808 N. Fourth st.
Maune, Aug....	Aug. Maune R. E. & F. Co.,	Real Estate.....	2502 Hebert st.
Maune, Leonard.....	St. Louis Candy Co.		2506 University st.
Maxon, John H.....		Deceased.....	
Mayer, Fred.....	Mayer F. & J. Co.,	Fertilizers..	Bulwer and Adelaide avs.
Maynard, J. F.....	Ice Machines,		116 Geyer ave.
Meek, A. J.....	A. J. Meek Milling Co.,	Millers.....	Marissa, Ill.
Meek, William E.....	A. J. Meek Milling Co.		Marissa, Ill.
Megginson, L. M.....	Red Line,	Agent.....	Fourth and Chestnut str.
Meier, Theo. G.....	Heine Safety Boiler Co.,		707 Commonwealth Trust Bldg.
Meier, Louis J.....	Brockmeier & Co.,	Commission.....	118 S. Main st.
Mephram, Geo. S.....	G. S. Mephram & Co.,	Colors, etc.....	18th and Lynch sts.
Mephram, Hampden D., Jr.....		Exporter.....	419 Lincoln Trust Bldg.
Merrell, H. S.....	J. S. Merrell Drug Co.		Fourth and Market sts.
Merriam, Nathan.....	Merriam-Holmquest	Co., Grain.....	Omaha, Neb.
Mertz, Jacob W.....			Webster Groves, Mo.
Messmore, John L.....	Ballard, Messmore & Co.,	Commission.....	520 Cham. of Com.
Meyer, Adolph A.....	Meyer Supply Co.,	Brewers' Supplies.....	22 S. Main st.
Meyer, Edwin J.....	Wash'n Mut. Fire	Ins. Co.....	421 Olive st.
Meyer, Ferd P.....	John F. Meyer & Sons,	Miller.....	174 Laclède Building.
Meyer, George F....	St. Louis Cooperage Co.,		Main and Arsenal sts.
Meyer, John P.....	John P. Meyer & Co.,	Brokers.....	411 Olive st.
Meyer, C. H.....	C. H. Meyer & Co.,	Hay and Grain.....	1109 Cass ave.
Meyer, Theo. F.....	Meyer Bros. Drug Co.,	Druggists....	Fourth st. & Clark ave.
Meyer, F. Heinrich....	Brinkmeyer-Meyer	Hay & Grain Co....	1109 N. Broadway.
Meyer, John F.....	John F. Meyer & Son,	Millers.....	174 Laclède Building.
Meyer, Peter H.....	Peter H. Meyer & Son,	Feed.....	1808 N. Ninth st.
Meyer, Chas. W.....	St. Louis Brewing	Ass'n.....	1724 Lafayette ave.
Meyer, Wm. A.....	Jno. P. Meyer & Co.,	Brokers.....	411 Olive st.
Michael, Martin..	Michael Transportation Co.,	Transportation..	2451 Kosciusko st.
Michaelis, Ernst.....		Stocks and Bonds	804 N. Fourth st.
Midlam, W. T.....	Empire Line,		Fourth and Chestnut sts.
Miller, Aug....	Miller Grain & Elevator Co.,		83 Gay Bldg.
Miller, D. C.....			4541 Maryland ave.
Miller, S. B.....	Pearl Roller Mill Co.		Oswego, Kan.
Miller, W. A.....	W. A. Miller & Co.,	Feed.....	1417 N. Broadway
Milleson, C. D.....	C. D. Milleson & Co.,	Hay and Grain....	East St. Louis, Ills.
Milliken, B. H.....			322 Pine st.
Milliken, John T....	John T. Milliken & Co.,	Mfg. Chemists.....	816 Clark ave.
Minor, F. J.....	Cella Com. Co.,	Broker.....	Fourth and Pine st.
Minor, Wm. H.....	W. H. Minor & Co.		105 N. Third st.
Mitchell, W. R.....		Broker.....	8000 St. Vincent ave.
Mittler, John G. ....	John Wahl Com. Co.,	Commission.....	Main and Market sts.
Moerschel, Jacob.....	Spring Brewing Co.		Sarah st. and Wabash tracks.
Moffett, L. A.....	Moffett & Francisus,	Real Estate.....	703 Chestnut st.
Moffitt, Charles S.....	Hubbard & Moffitt	Com. Co.....	322 Pine st.
Moffitt, N. L.....	Hubbard & Moffitt	Com. Co.....	322 Pine st.
Mohlenbrock, Malto..	Mohlenbrock Milling	Co.....	Campbell Hill, Ill.
Monteith, Geo. F.....			
Moore, Milton J.....	Cory-Lantermann	Asphalt Co.....	206 Walnut st.
Morehouse, K. C.....	Floyd J. Campbell Co.		Board of Trade, Omaha
Morgan, Geo. H.....	Merchants' Exchange,	Secretary.....	Merchants' Exchange.
Morgan, Arthur R.....		Broker.....	400 Cham. Com.
Morris, F. I.....	Southern Ry.,	Commercial Agt....	100 N. Fourth st.
Morris, W. C.....	Christy Fire Clay Co.		Morganford rd. and Gravois av.
Morrison, Chas.....		Attorney.....	Waterloo, Ill.
Morrison, Thomas...	Morrison Tent & Awning Co.....		115 Olive st.
Morrison, Robt. W....	R. W. Morrison Const. Co.,	Builders.....	113 N. Eighth st.
Morrison, Fred.....	Morrison Bros.,	Live Stock, etc.....	Ramsey, Ills.
Morrison, Wm. H.....	W. L. Green Com. Co.		62 Laclède Bldg.
Morrissey, John F.....	J. B. Buss Mills,		3325 Franklin ave.
Morrow, E. C.....	E. C. Morrow & Bro.,	Tobacco.....	Clarksville, Tenn.
Morse, Samuel S.....	Morse Bros.,	Commission.....	400 N. Second st.
Morton, Claude A.....	Morton & Co.,	Commission.....	509 Cham. of Com.
Morton, Geo. W.....	Geo. W. Morton & Co.,	Grain, etc.....	125 Cham. Com.

Name	Firm.	Business.	Location.
Morton, T. B.	Morton & Co.,	Commission	509 Cham. of Com.
Moser, Leo	Moser Hotel,	Hotel	809 Pine st.
Mudge, Geo.	D. R. Francis & Bro. Com.	Co.	214 N. Fourth st.
Mueller, A.	Buschman-Mueller Com. Co.		119 Cham. Com.
Mueller, Henry		Deceased	
Mueller, Theo.			6647 S. Seventh st.
Mueller, William G.	Wm. G. Mueller	Produce Co.	2nd & Washington ave.
Mulcahey, Morris		Teamster	19 N. Main st.
Mulcahy, Patrick		Builder	8216 St. Louis ave.
Mulford, W.	W. Mulford & Co.,	Brokers	311 Pine st.
Mullally, Dan'l. S.	Langenberg Bros. &	Co., Commission	417 Cham. of Com.
Mullally, John	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Martin J.	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Jno. D.	Ballard, Messmore &	Co., Commission	520 Cham. of Com.
Mullally, Joseph J.			83 Gay Bldg.
Mumford, W. R.	W. R. Mumford Co.,	Com'n.	145 Van Buren st., Chicago
Munday, C. B., Jr.	Munday-Settlemyre Co.,	Grain	Litchfield, Ill.
Munson, Tracy	The N. K. Fairbanks Co.		Third and Convent sts.
Murdoch, Wm., Jr.	H. & L. Chase Bag Co.		18 N. Main st.
Murphy, Daniel J.	S. H. Woodbury & Co.,	Grain, etc.	240 LaSalle st., Chicago.
Murphy, Jeremiah		Pork Packer	2315 Morgan st.
Murphy, John J.	Jeremiah Murphy Pkg.	Co.	2315 Morgan st.
Murphy, P. C.	P. C. Murphy Trunk Co.,	Trunks	504 N. Third st.
Murphy, J. L.		Grain	Pinckneyville, Ill.
Murray, S. E.	Priebe Simoter Co.		Main and O'Fallon sts.
Murrie, L. M.	Farmers Grain Co.		Metropolis, Ill.
Myers, E. M.	Geo. Taylor Commission Co.		100 S. Main st.
Myerson, G. S.	St. Louis Dressed Beef Co.		3911 Papin st.
Mynders, Arnold H.	Rogers Salt Co.,	Salt	220 Pine st.

McAllister, John			5664 Von Versen ave.
McBlair, Wm.			
McCaull, J. L.	The McCaull-Webster Grain Co.		Minneapolis, Minn.
McChesney, W. S., Jr.	Terminal R. R. Assn., P. and G. M.		Union Station.
McClellan, C. W.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClelland, Frank M.	Andrews & McClelland,	Hay and Grain	4050 Easton ave.
McClellan, Frank P.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, J. S.	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, Thos. G.	N., C. & St. L. Ry.		Bank of Commerce Bldg.
McCluney, John H.	State Nat'l Bk. of St. L.,	2nd V.-P.	Fourth and Locust sts.
McClung, James	Vandalia Line,	Contracting Agt.	802 Century Bldg.
McClure, C. E.	Lake Shore F. F. Line,	Agent	414 Rialto Building.
McCoy, J. C.	Mound City Coupe, Livery and M. Co.		3420 Lindell ave.
McCoy, Wm. C.	St. Louis Victoria Flour Mills		Main and Mound sts.
McCully, Wm.			
McDonald, B. P.		Farmer	Fort Scott, Kan.
McFarlin, M.	Missouri Grain Co.		Moberly, Mo.
McGeary, Lewis I.	Billon-Crandall-McGeary B. and S. Co.		421 Olive st.
McGehee, Jas. Stewart	Burlington	Elevator	62 Laclède Bldg.
McGrath, James F.	Cumberland Gap	Despatch, Agent	206 N. Broadway.
McGrew, Geo. S.	Geo. D. Barnard & Co.,	Blank Books	Laclède & Vandeventer.
McGroarty, Edw. J.	Brady & McGroarty,	Public Weighers	Second and Tyler.
McKeen, M. M.	M. M. McKeen & Co.,	Butter and Cheese	6 N. Second st.
McLain, J. T.	McLain-Alcorn Com. Co.		701 N. Third st.
McLemore, Thos. J.	Bemis Bros. Bag Co.		601 S. Fourth st.
McLure, C. D.		Capitalist	608 Security Bldg.
McMahan, J. H.	J. H. McMahan & Co.,	Brokers	201 N. Second st.
McManama, M. G.			
McMorrow, P. J.	A. Geisel Mfg. Co.		219 S. Second st.
McNair, L. G.	McNair, Harris & Jones,		Eighth and Locust sts.

Name.	Firm.	Business.	Location.
McNeiley, J. A.....	J. A. McNeiley & Son,	Live Stock.....	Union Stock Yards.
McPheeters, T. S....	McPheeters' Wareh. Co.		1104 N. Levee.
McReynolds, Geo. S....	McReynolds & Co.,	Grain.....	Security Building.
McSorley, B. J .....		Broker...105	Chamber of Commerce.

Nagel, Charles.....	Finkelburg, Nagel &	Kirby, Lawyer.....	Security Bldg.
Nagle, Richard.....		Teamster.....	205 Pine st.
Nanson, Joseph S.....	Nanson Commission	Co.....	202 Chamber of Commerce.
Napier, Robert C.....	Hubbard & Moffitt	Commission Co.....	322 Pine st.
Nasse, August.....		Wholesale Grocer....	209 N. Second st.
Neale, Charles T....	Edward Elsworth & Co.		The H. O. Co., Buffalo, N. Y.
Nedderhut, C. Otto.....			3003 Lafayette ave.
Neilson, H. W.....	Campbell Paint & Glass	Co.....	Main and Gratiot sts.
Nelson, F. L.....	Lackawanna Line,	Agent.....	16 Laclede Bldg.
Nelson, L. C..L. C. Nelson & J. M. Nelson, Jr.....		Bank of Commerce Bldg.	
Nelson, J. M., Jr..L. C. Nelson & J. M. Nelson, Jr....		Bank of Commerce Bldg.	
Neuhoff, Hector.....		Lawyer.....	52 Laclede Bldg.
Newell, James P.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Newell, Joseph T.....	Victoria Flour Mills,		Main and Mound sts.
Newman, W. E.....	Teichman Com. Co.		62 Gay Bldg.
Nichols, R. M.....		Lawyer.....	421 Olive st.
Nicholls, Chas. C....	Nicholls-Ritter Realty	Co.....	713 Chestnut st.
Nickerson, John....	Nat'l Bk of Commerce,	2d V-Pres't....	Broadway and Olive.
Nicolaus, Henry..	Green Tree Brewery Co.,	Superintendent....	Ninth and Sidney.
Niedringhaus, Alex...St. Louis Press Brick	Co.....		Equitable Bldg.
Niedringhaus, Thos. K. Nat. Enam. & Stmp.	Co., Manufs.....		2nd and Cass ave.
Niedringhaus, F. G....	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Wm. F..	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Geo. W..	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niemann, G. A.....	Kohl & Niemann,	Grocer.....	Venice, Ill.
Niemeyer, Chas. L....	Schultz & Niemeyer,	Commission..	Levee and Madison sts.
Niese, Julius.....		Deceased.....	
Nobbe, Chas. H.....	Nobbe Bros.,	Grain.....	Farmersville, Ill.
Nobbe, Fred.....	Geo. Henseler Oil Co.		8 S. Main st.
Noble, John W.....		Lawyer.....	614 Rialto Building.
Noel, Henry G..	Noel-Young Bond & Stock	Co., Bankers .....	304 N. Fourth st.
Noel, Henry M..	Noel-Young Bond & Stock	Co., Banker.....	304 N. Fourth st.
Nolan, W. T.....	C. P. Burr & Co.,	Commission.....	324 Rialto Building.
Nolker, W. F.....	Brinkworth & Nolker	Brew. Co.....	Wainwright Bldg.
Norris, Anthony H....	Miss. Valley Elev. &	Grain Co.....	Foot Madison st.
Noyes, David A.....	Finley, Barrell & Co.,	Commission .....	Chicago, Ill.
Noyes, Wm. A .....		Insurance.....	946 Century Bldg.
Nurre, Frank.....	F. Nurre & Bro.,	Feed.....	1515 Market st.

Obert, Louis.....	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
Obert, Louis, Jr.....	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
O'Brien, John .....	John O'Brien Boiler	Works Co....	11th and Mullanphy sts.
Ocker, Henry W .....		Insurance.....	1309 S. Fourteenth st.
O'Connor, P. J. J.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
O'Connor, P. J. J., Jr.....			
O'Donnell, Hugh.....	Napoleon Hill Cotton	Co.,... ..	116 S. Main st.
O'Donnell, John....	Jno. O'Donnell & Bro.,	Contractors .....	1912 Carr st.
O'Donnell, Patr'k....	Jno. O'Donnell & Bro.,	Contractors.....	5015 Raymond.
Oehler, Emil..Ill. Hydraul. Press Brick Co.,		Gen. Mgr.....	Mo. Trust Building.

Name.	Firm.	Business.	Location.
Oetgen, Fred....	E. O. Stanard Milling Co.,	Teamster.....	2204 N. Broadway
O'Meara, Thos. F....	Ballard, Messmore &	Co., Com.....	520 Cham. Com.
O'Reilly, Robert J.....		Physician..	602 N. 17th st.
O'Rourke, Jno. J.....	Jones Elevator Co.		406 Cham. of Com.
Orr, Ed. S.....			324 Rialto Bldg.
Orthwein, W. J.....	C. F. Orthwein's Sons,	Commission.....	107 N. Third st.
Orthwein, Chas. C....	C. F. Orthwein's Sons,	Commission.....	107 N. Third st.
Orthwein, Ralph H.....	Sempire Clock Co.,		1308 N. Sixteenth st.
Orthwein, W. D.....	W. D. Orthwein Grain	Co.....	303 Chamber of Commerce.
Orthwein, F. C.....	W. D. Orthwein Grain	Co.....	303 Chamber of Commerce.
Orthwein, Edgar T..	W. D. Orthwein Grain	Co.....	303 Chamber of Commerce.
Orthwein, Max R.....	Sempire Clock Co.		1308 N. Sixteenth st.
Orthwein, W. E.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Orvis, Frank E.....	Orthwein Investment	Co.....	Security Bldg.
Orvis, Otto A.....	Bartlett Com. Co.		505 Chamber of Commerce.
Ostermayer, Philip.....			4419 Washington ave.
Ostermayer, Geo.....			8022 N. Broadway.
O'Toole, Wm.....	John Mullally Com. Co.,		406 Chamber of Commerce.
Overall, John H.....		Deceased.....	
Overstolz, Herman.....		Foreign Banker.....	106 N. Broadway.
Owings, Zebulon P.....	O'Connor & Co.,	Market Reporter.....	216 Market st.

Pace, Robert F.....			Mt. Vernon, Ill.
Paddock, Gaius.....	Paddock-Hawley	Iron Co..	Tenth and Spruce sta.
Panhorst, J. C.....			203 Cham. Com.
Parker, Wilbur F.....			
Parkhurst, W. A. S....	The N. K. Fairbank	Co.....	1114 S. Third st.
Parrott, Gilbert E.....	Parrott, Day Co.,	Commission.....	407 Cham. Com.
Parrott, James D.....	Parrott, Day Co.,	Commission.....	407 Cham. Com.
Pasquier, A. G.....	A. G. Pasquier & Co.,	Insurance.....	949 Century Bldg.
Parsons, Charles..	State Nat'l Bk. of St. L.,	President.....	Fourth and Locust sta.
Paule, Edwin J....	D. Paule Mercantile Co.		7700 Ivory ave.
Paule, Herman.....		Feed.....	117 Blow st.
Paul, C. H.....	Atlas Tack Co.		306 Mo. Trust Bldg.
Pease, Geo. A.....	Dayton-Pease Co.,	Grain... ..	102 Gay Bldg.
Pechmann, Julius.....	Pechmann Bros.,	Confectioners.....	4291 Olive st.
Peck, Charles L.....	N. Y. Life Ins. Co.		210 Rialto Bldg.
Peck, Edward P.....	Omaha Elevator Co.		228 Bee Bldg., Omaha, Neb.
Peck, Stephen.....	Stephen Peck & Bro.		228 Lincoln Trust Bldg.
Peckham, O. H....	National Candy Mfg. Co.		Seventh and Spruce sta.
Pendleton, R. J.....	McReynolds & Co.,	Elevator.....	820 Security Bldg.
Pendleton, Jerome B....	Bartlett Com. Co.		505 Cham. Com.
Penningroth, Henry G....	South St. Louis	Nursery.....	1110 McLaren ave.
Penny, Joseph L.....	Terminal R. R. Assn.,	Com'l Agent.....	120 Rialto Bldg.
Peper, Christian.....		Deceased.....	
Perrin, John D.....	Fyffe Bros. & Co.,	Grain.....	58 Gay Building.
Peters, F. W.....	Peters Dry Goods Co.		2604 N. Fourteenth st.
Petersen, Julius....	Jul. Petersen Com. Co.		709 Carroll st.
Petersen, Julius, Jr...	Julius Petersen Com.	Co.....	709 Carroll st.
Petri, T. F.....	Thos. Akin,	Com.....	203 Chamber of Commerce.
Petri, Arthur C.....			211 Chamber of Commerce.
Petring, Geo. H..	Henry Petring Groc. Co.,	Wholesale Grocers.....	721 Spruce st.
Pettit, James.....	Peavey Grain Co.		Board of Trade, Chicago.
Peugnet, Ernest....	Peugnet & Hemenway,	Insurance Agent...	902 Century Bldg.
Pfeffer, E. S.....	Pfeffer Milling Co.		Lebanon, Ill.
Phelps, H. W....	K. C., St. L. & C. R. Co.		310 Commercial Bldg.
Phillips, R. F.....	R. F. Phillips & Co.,	Cotton Brokers.....	105 Walnut st.
Phinney, H. R.....		Deceased.....	
Picher, O. H.....	Picher Lead Co.		Joplin, Mo.
Picher, W. H.....	Picher Lead Co.		Joplin, Mo.
Picker, Erich.....	Picker & Beardsley,	Commission.....	118 N. Main st.



Name.	Firm.	Business.	Location.
Pickel, W.....	Pickel Marble & Granite Co.		1901 N. Broadway.
Pierce, H. C.....	Waters Pierce Oil Co.,	Oils .....	Vandeventer place.
Pierce, Wm. B.....		Deceased .....	
Pindell, Wm. H.....	Pindell Bros. & Co.,	Millers.....	Hannibal, Mo.
Pingree, Samuel S.....	F. C. Taylor & Co.,	Commission.....	204 N. Main st.
Pittman, Trabue.....		Broker.....	208 Rialto Bldg.
Plant, Alfred.....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.
Plant, F. S.....	Plant Seed Co.,	Seeds.....	814 N. Fourth st.
Plant, George H.....	Geo. P. Plant Mill. Co.,	President.....	502 Chamber of Com.
Plant, Samuel.....	Geo. P. Plant Mill Co.		502 Chamber of Commerce.
Platt, P. C.....	Platt & Thornburgh Paint	Co.....	Seventh and Franklin ave.
Platt, Chas. R.....	Platt & Thornburgh	Paint Co.....	620 Franklin ave.
Poland, A. A.....	Ontario Despatch.	Agent .....	102 N. Fourth st.
Pomeroy, E. A.....			4210A Morgan st.
Pommer, Robert.....	D. I. Bushnell & Co.,		105 N. Second st.
Pope, Edmund O.....	Pope Mercantile Co		15 N. Main st.
Pope, Wm. S.....		Lawyer.....	3625 Lindell ave.
Pope, John J.....	Siemers & Chisholm,		800 Chamber of Commerce.
Pope, J. William.....	Coffee, Tea and	Spice Importer.....	206 N. Second st.
Porteous, W. M.....	Can. Pac. Despatch,	Agent....	125 Chamber of Commerce.
Porter, John C.....	Hope Mining Co.,	President.....	25 Laclede Building.
Post, Lewis W.....	Blackmer & Post Sewer	Pipe Co.....	Wainwright Bldg.
Postel, Julius.....	Postel Milling Co.,		Mascoutah, Ill.
Postel, George.....	P. H. Postel Mill. Co.,		Mascoutah, Ill.
Potter, Henry S.....			Rialto Bldg.
Powell, D. R.....		Deceased.....	
Powell, George F.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Powell, Willis J....	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc.	325 N. 2nd st.
Powell, Willis J., Jr.....			8108 Morgan st.
Powell, W. W.....	Sherry-Bacon Grain Co.		213 Cham. Com.
Powers, Wm. F.....	Geo. P. Plant Mill Co.,		Main st. and Chouteau ave.
Prante, C. F.....	Prante & Meyer,	Hay and Grain.....	214 Lesperence st.
Precht, Gus.....	Jno. A. Warren & Co.,	Commission .....	416 Cham. Com.
Price, J. Boyle.....	St. Louis Transit Co.		3869 Park ave.
Price, Thos, E.....	T. E. Price & Co.,	Commission.....	111 N. Third st.
Price, Burtis.....	Price Commission Co.	Commission .....	200 N. Third st.
Priesmeyer, W. H.....		Salt.....	1008 Carr st.
Pringle, Robert..	Pringle & Browning,	Commission..	4 Bd. of Trade, Chicago
Prough, Peter.....	D. Prough & Son,	Feed.....	Kirkwood, Mo.
Prunty Chas. E.....		Grain and Grass Seed....	9 S. Main st.
Puff, Fred.....	Brosseau & Co.,		111 N. Third st.
Purcell, Henry Harrison..	Am. Ref. Transit	Co.....	406 Century Bldg.
Putnam, Lyman W..	Terminal R. R.	Assn.....	120 Rialto Building.

Quesnel, Chas. J....	Chris. Sharp Com. Co.,		202 N. Main st.
Quinlivan, Sol. J..	Sol. J. Quinlivan & Sons,	Grain and Produce..	4469 W. Belle Pl.
Quinlivan, Jno. R.....	Jas. F. Quinlivan & Bro.....		800 S. Theresa ave.
Quinlivan, James F....	Jas. F. Quinlivan & Bro.,	Grain, etc....	800 S. Theresa ave.
Quinette, Oliver.....	Sam'l Cupples	Woodenware Co.....	7th & Spruce sts.

Rae, Wm. J.....	Jno. E. Hall Com. Co.		418 Chamber of Commerce.
Ramsay, W. A.....	Union Stock Yards,	Secretary...	Hall st. and Bremen ave.
Randall, Blanchard.....	Gill & Fisher,	Grain.....	Baltimore, Md.
Ranken, Robert.....		Real Estate.....	1516 Locust st.
Rassfeld, A.....	A. Rassfeld & Co.,	Wholesale Liquors.....	222 Market st.

Name.	Firm.	Business.	Location.
Rassieur, Leo.....	Rassieur & Rassieur,	Attorney.....	406 Market st.
Rauh, Chas. H.....	Rice, Stix & Co.,	Dry Goods...10th st. & Washington av.	
Rawlings, E. W....	Alzheimer & Rawlings,	Bonds and Stocks....	215 N. Fourth st.
Reardon, James A.....			
Rearick, Thad. C.....	Bemis Bros. Bag Co.		Fourth and Poplar sta.
Reardon, Jno. J.....	Noonan Real Estate	Co.....	704 Chestnut st.
Reber, H. Linton....	Kinloch Telephone Co.,	Secretary.....	Century Bldg.
Rebstock, Charles...	Chas. Rebstock & Co.,	Wholesale Liquors.....	200 S. Main st.
Recker, Henry L.....			3328 California ave.
Redemeyer, W. H. Jr.....	Redemeyer &	Hollister Com. Co....	1107 N. Third st.
Regel, Charles.....	Regel Flour Co.		833 N. Third st.
Rehbein, Albert A....	H. A. Rehbein & Co.,	Commission.....	105 N. Main st.
Reller, August F.....	A. F. Reller & Son,	Groceries and Feed..	8259 N. Broadw'y
Reynolds, Alfred C.....		Commission.....	510 Houser Bldg.
Rice, Thomas A.....	Rice-Dwyer Real	Est. Co.....	322 Chestnut st.
Rice, E. P.....	Andrews, Rice & Co.,	Real Estate.....	919 Chestnut st.
Richardson, Arthur P...	Richardson Grain	Co.....	58 Gay Building.
Richardson, R. D.....	Richardson & Co.,	Grain.....	37 Bd. of Trade, Chicago.
Richeson, Thomas.....		Deceased.....	
Richmond, Manley G....	Shaw & Richmond	Produce Co.....	829 N. Third st.
Riederer, John, Jr...	Slater Mill & Elevator	Co.....	Slater, Mo.
Ring, John.....		Provision Broker...	106 Gay Building.
Ring, John, Jr....	American Fire Clay Co.,	Treas.....	204 N. Commercial st.
Rippe, Charles...	Chas. Rippe Tent & Duck	Co.....	19 S. Fourth st.
Robbins, James Monroe.....		Farmer.....	New Madrid, Mo.
Robertson, Wm. P.....	Robertson Printing	Co.....	312 Vine st.
Robinson, Francis Lee.	Mo. Forage Supply	Co.....	426 S. Theresa ave.
Robinson, Geo....	Marcus Bernheimer Milling & Mero. Co.....		208 N. Fourth st.
Robinson, Geo. R., Jr..	Robinson, Danforth	& Co., Milling....	8th and Gratiot sta.
Robyn, Paul.....	Roeslein & Robyn,	Insurance.....	801 Century Bldg.
Roeder, Fred'k J.....	Miller Bros. & Co.,	Commission.....	932 N. Third st.
Roeder, Charles.....	Chas. Roeder & Co.,	Butter and Cheese...	821 N. Third st.
Roederer, E. L. ....	C., C., C. & St. L. Ry.,	Gen'l Agent.....	Rialto Building.
Roemheld, Wm.....			1131 Morrison ave.
Roennigke, Fred.....	Thyson Commission	Co.....	105 Chamber of Commerce.
Roever, John C.....	Jno. C. Roever & Co.,	Feed.....	4101 Natural Bridge Road.
Rogers, Albert Jackson...	Rogers Elevator	Co.....	Foot of Bremen ave.
Rooke, Wm. A.....	Logan & Bryan,	Broker...210 Chamber of Commerce.	
Roos, Sol....	American Metal Co., Limited.		318 Security Building.
Rose, Hugh C.....		Broker.....	307 Pine st.
Rosenberg, G.....			315 Olive st.
Ross, Jacob.....	Mound City Distilling	Co.....	2116 S. Second st.
Rotet, W. H...	Fulton Bag and Burlap Co.		612 S. Seventh st.
Roth, J. D.....	Inter Mero. Marine Co.,	Freight Agent.....	Century Bldg.
Rotty, E. J.....	E. J. Rotty & Co.,	Feed.....	Seventh st. and Russell ave.
Roundtree, M. E....	Roundtree Construction	Co.....	World's Fair Grounds.
Rowe, B. J.....	Illinois Central R. R.,	Commercial Agt....	308 N. Broadway.
Rowell, Clinton.....		Lawyer.....	814 Rialto Building.
Rubins, Charles Curtis.....	Rubins Bros.	Com.....	Produce Ex., New York
Rump, Aug.....	Merchants' Exchange	Flour Inspector.....	4 N. Second st.
Rump, Herman A.....	B. H. Lang & Co.,		415 Cham. of Com.
Rumsey, Moses....	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Runyan, Van L....	Fourth National Bank,	Asst. Cashier.....	222 N. Fourth st.
Ruprecht, Jos....	Ruprecht & Borgmeyer,	Exp. and Mess.....	218 Morgan st.
Ruprecht, W.....	W. & F. Ruprecht,	Gen'l Contractors...	6731 S. Broadway
Ruxton, Robert.....	Ruxton & Co.,	Grain.....	Miami, Mo.
Ryan, M. J.....			419 Commercial Bldg.
Ryan, John F.....			Century Bldg.
Ryan, Frank K.....		Lawyer.....	506 Olive st.
Ryan, Wm. H.....	Gallaher, Limited,	Leaf Tobacco.....	Henderson, Ky.
Ryan, Wm. F.....			111 Chamber of Commerce.

Name.	Firm.	Business.	Location.
Saeger, Wm.	Palm St. Elev. & Feed W. H. Co.,	Feed Store....	2919 N. Broadway.
Sale, S. B.	Sale Commission Co.		2610 Park ave.
Sampson, C. H.	Corticelli Silk Co.		Tenth and St. Charles sts.
Samuel, Aderton.	W. D. Orthwein Grain Co.		303 Cham. of Com.
Samuel, Web. M.			509 Cham. of Com.
Samuel, Ed. M.	Adams & Samuel,	Com.	100 Rialto Bldg., Chicago.
Samuel, Wm. P.		Ass't City Treasurer....	City Hall.
Sander, Enno.	Enno Sander Mineral	Water Co.	2801 Lawton ave.
Sander, Albert E.		Grocer and Feed...	8772 S. Broadway.
Sands, James T.			510 Pine st.
Sanford, J. W.	Milmine, Bodman & Co.		Chamber of Commerce.
Sartorius, Peter.	Sartorius Prov. Co.		2784 Arsenal st.
Sauer, Nicholas.	Sauer Milling Co.		Evansville, Ill.
Sauer, Philip E.	Sauer Milling Co.		Evansville, Ill.
Saunders, Lancelot.	P. Saunders,	Broker.	204 N. Third st.
Saunders, Parker.		Broker.	Gay Building.
Sayers, Geo. N.		Provisions....	Room 7, 116 N. Fourth.
Sayers, Henry.	Henry Sayers & Co.		410 Cham. Com.
Saylor, H. N.	H. N. Saylor Cooperage Co.,	Staves and Heading....	107 S. 16th st.
Schaeffer, Geo.	Schaeffer Bros. & Powell,	Soap and Candles....	325 N. Second st.
Schaeffer, Jacob.	Schaeffer Bros. & Powell,	Soap and Candles....	325 N. Second st.
Scharff, Adolph.	L. & A. Scharff,	Liquors.	20 S. Main st.
Scharff, Edward E.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, L.	L. & A. Scharff,	Liquor.	20 S. Main st.
Scharff, Nicholas.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, Sidney N.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharringhausen, W. C.	Fred. Diekmann	Feed Co., Feed....	2318 S. Broadway.
Schawacker, C.		Livery.	414 S. Third st.
Scheitlin, Chas.	Scheitlin & Hoffman,		820 N. Third st.
Schenkel, Henry.	John G. Haas Soap Co.,	Soap Manufactory,	5020 Benedict ave.
Schlaflly, F.	Aviston Milling Co.		Aviston, Ills.
Schlocke, Henry F.		Groceries and Feed..	3903 Easton ave.
Schlueter, Fritz.		Teamster.	816 Montgomery st.
Schmidt, O. M.			1211 Morrison ave.
Schmidt, E. H.			801 Granite Bldg.
Schmitt, Henry.	National Fire Ins. Co.,		Harrisonville, Mo.
Schnell, J. R.			214 N. Main st.
Schoen, Isaac A.			1440 N. Main st.
Schoenhard, Louis P.	Charter Oak Stove	& Range Co.,	Columbia, Ill.
Schoening, Edw. F.	Columbia Star Milling	Co., Commission...	2nd & Chestnut.
Schollmeyer, Christian.	Hassendeubel Bro.,		721 N. Third st.
Schopp, Jacob.			Third and Wash st.
Schopp, Conrad.	Conrad Schopp Fruit Co.	Commission.	118 Vine st.
Schoppe, Henry C.	H. C. Schoppe & Son,	Grain Co.	118 N. Fourth st.
Schreiner, Chas. A.	Schreiner-Flack	Grain Co.	118 N. Fourth st.
Schreiner, Francis L.	Schreiner-Flack	Co., Commission	118 N. Fourth st.
Schreiner, Jacob.	Schreiner-Flack Grain	Insurance.	940 Century Bldg.
Schroth, Peter A.		Wine Grower.	Stratmann, Mo
Schuetz, John G.		Commission.	506 Cham. of Com.
Schulte, Henry E.	G. J. Schuelte & Co.,	Commission.	506 Cham. of Com.
Schulte, John J.	Geo. J. Schuelte & Co.,	Commission..	Levee and Madison sts.
Schultz, Henry.	Schultz & Niemeyer,	Commission	107 N. Third st.
Schultz, Chas. O.	C. F. Orthwein's Sons,	Hay and Grain..	Webster Groves, Mo.
Schulz, Henry.	Schulz Bros.,	Feed	Webster Groves, Mo.
Schulz, John, Jr.	Schulz Bros.,		702 N. Third st.
Schulz, Otto J.	Zelle Bros. P. & C. Co.,	Milling Co	Germantown, Ill.
Schurmann, Henry	Hanover-Star	Co.	3401 S. Thirteenth st.
Schwaebe, E. F. W.	W. J. Lemp Brewing	Caterer.	Forest Park.
Schweickardt, Chas.		Feed.	2515 N. Fourteenth st.
Schwidde Henry		Broker.	322 Pine st.
Scott, Robt. E.			805 Mermod-Jaccard Bldg.
Scott, W. S.	Mo. and Ill. Coal Co.	Commission....	Bd. of Trade, Chicago
Scotten, Samuel C.	J. F. Harris & Co.,		3617 Olive st.
Scruggs, C. O.			Barney D. G. Co..
Scruggs, R. M.	Scruggs, Vandervoort &		Broadway & Locust.



Name.	Firm.	Business.	Location.
Scudder, Charles...	Scudder-Leesburg Shoe Co.		4333 Warne ave.
Scudder, John A.			604 Security Building.
Scullin, John			915 Security Building.
Sears, W. H.	Nathan Cole Inv. Co.,	Sec'y....	722 Mermod & Jaccard Bldg.
Sears, Gilbert	Advance Elevator,	Superintendent....	400 Cham. of Com.
Seaver, James E.	Midland Elevator Co.		Kansas City, Mo.
Seaverns, Geo. A., Jr.	Alton Grain Co.		134 Rialto Bldg., Chicago
Sebastian, Henry W.	Miss. Val. Elev. &	Grain Co.	Madison st. and Levee.
Seele, F. W.	P. P. Williams Grain Co.,	Commission....	408 Cham. of Com.
Sehlinger, Anton	Sehlinger Grain Co.,		Belleville, Ill.
Sellner, A. C.	Steinwender & Sellner,	Liquors....	117 S. Broadway.
Senter, Charles Parsons	Senter Com. Co.		25 S. Third st.
Senter, John A.		Deceased.	
Sessinghaus, T. W.	Union Refrigerator	Transit Co.	453 Century Bldg.
Sessinghaus, Wm.			2924 St. Vincent ave.
Sexton, Henry D.	Southern Illinois Nat'l	Bank, President...	East St. Louis, Ill.
Seybt, Charles H.	Highland Milling Co.,		162 Laclede Bldg.
Shapleigh, A. L.	Norvell-Shapleigh Hardware Co.		4th & Washington ave.
Sharp, James		Provision....	4573 Page ave.
Shaw, James W.	Jno. E. Hall Com. Co.		418 Cham. Com.
Shea, Thos. F.	Plant System		206 Houser Bldg.
Sheehan, Robt. D.	Rombotis-Sheehan	Tailoring Co.	1418 Olive st.
Sherry, Josiah E.	Sherry-Bacon Grain Co.		218 Cham. of Com.
Sherwood, Adiel		Attorney....	Laclede Bldg.
Shields, George H.		Lawyer....	Rialto Building.
Shirmer, Philip F.			1107 Tyler st.
Sickel, John T.	Farnum, Sickel & Co.,	Com'n....	234 LaSalle st., Chicago, Ill.
Siegel, Emil			Belleville, Ill.
Siemers, Geo. F.	Siemers & Chisholm,	Commission....	800 Cham. of Com.
Sieving, C. H.			8611 Ohio ave.
Simon, Chas. G.	Great Western Feed Co.		818 Manchester ave.
Simmons, E. C.	Simmons Hardware Co.,		Ninth and Spruce sta.
Simmons, Wayne G.			La Jolia, Cal.
Simpkins, Allan T.	Renault Lead Co.		423 Roe Bldg.
Simpson, J. C.	Consolidated Coal Co.,	President....	Laclede Building.
Sinclair, Ed. W.		Broker....	108 1/4 N. Eighth st.
Singer, Richard	Kohn & Co.,	Brokers....	Security Building.
Skidmore, T. J.	Erie Despatch,	Agt....	Laclede Bldg.
Skrainka, Fred	Skrainka Con. Co.,	Contractors....	806 Security Building.
Slack, B. L.	Brinson-Waggoner Grain Co.,	Treasurer....	206 Cham. Com.
Slade, Chas.		Real Estate....	Brunswick, Mo.
Slaughter, Henry B.	A. O. Slaughter, Jr. &	Co., Brokers..	141 Monroe st., Chicago
Slaughter, John B.		Insurance....	Century Bldg.
Sloan, William P.	Hamilton Bank,		McLeansboro, Ill.
Smith, A. J.		Bookkeeper....	411 Cham. Com.
Smith, Chas. Hamlin	Ry. Mail Service,		4544 Morgan st.
Smith, S. Jenks		Broker....	Chamber of Com.
Smith, Alex. H.			411 Chamber of Com.
Smith, John Van	Merchants' Dispatch	Trans. Co., Agent	Laclede Bldg.
Smith, F. W.	F. W. Smith Grain Co.,		411 Cham. of Com.
Smith, Geo.		Deceased	
Smith, J. Allen	J. Allen Smith & Co.,	Millers....	Knoxville, Tenn.
Smith, J. V.	Smith, Vincent & Co.,	Commission....	72 Gay Bldg.
Smith, Wm. J.	Geo. P. Plant Milling Co.,	Millers....	502 Chamber of Commerce.
Smith, Daniel E.		Deceased	
Smith, Chas. H.	St. L. & N. A. R. R. Co.		421 Olive st.
Smith, Breedlove	The Benton		9th and Pine.
Smith, C. B.	R. G. Dun & Co.,	Mercantile Agency....	Cham. of Com.
Smith, James A. Jr		Coal & Feed....	Grand & Easton ave.
Smith, E. B.	Blue Line,		202 Railway Exchange.
Smith, C. W.	Smith, Vincent & Co.,	Commission....	72 Gay Building.
Smith, Robt. E.	D. E. Smith & Co.,	Commission....	114 N. Fourth st.
Smith, Wm. E.	Plant Seed Co.		814 N. Fourth st.
Smithers, John A.	Smithers & Co.,	Undertakers....	1415 Olive st.
Smithers, M. L.	Smithers & White,	Hay and Grain....	3015 Olive st.

Name.	Firm.	Business.	Location.
Snow, Lewis E.	Delafield & Snow,	Insurance.	850 Century Bldg.
Snow, Robt. B.		Real Estate.	807 Chestnut st.
Snow, W. E.	The N. K. Fairbank Co.,		Third and Convent sts.
Snover, W. A.	W. A. Snover Com. Co.,		600 Roe Building.
Sparks, H. J.	Gus V. Brecht B. S. Co.,		Twelfth st. and Cass ave.
Sparks, Hosea B.	Sparks Milling Co.		Alton, Ill.
Sparks, Charles F.	Sparks Milling Co.		Alton, Ill.
Sparks, Chas.	Simmons Hardware Co.,		Broadway and St. Charles st.
Spelbrink, Louis.		Livery Stable.	1321 Franklin ave.
Spencer, Corwin H.			203 Cham. of Com.
Spencer, Harlow B.			203 Cham. of Com.
Spieler, Georg.		Malster.	1542 S. Seventh st.
Sprague, R. C.			500 N. Commercial st.
Stahl, F.		Teamster.	2414 Menard st.
Stanard, E. O.	E. O. Stanard Milling Co.,	President.	420 Cham. of Com.
Stanard, W. K.	E. O. Stanard Milling Co.,	Vice-President.	420 Cham. of Com.
Stanley, Henry.		Mill Furnishings Co.	919 N. 2nd st.
Stanton, Chas. W.			Mobile, Ala.
Starr, E. E.	Fairbanks, Morse & Co.,	Scales, etc.	Elighth and Clark ave.
Stebbins, L. W.			
Steele, Joseph W.	Jos. W. Steele & Co.,	Printers.	18 N. Third st.
Stegall, J. N.	Allen West Com. Co.,	Commission.	104 S. Main st.
Steigers, D. H.	St. Louis Hide and	Tallow Co.	5145 N. Second st.
Steinmesch, Henry.	Wabash R. R.		Lincoln Trust Building.
Steinwender, Herman A.			618 N. Seventh s.
Steinwender, G. A.	Steinwender & Sellner.	Whiskies.	117 S. Broadway.
Stephens, Jefferson.		Grain.	Hotel St. Louis.
Stephens, W. Speed.	Central Nat'l Bank,	Cashier.	Boonville, Mo.
Stevener, John.	J. Stevener & Bro.,	Feed.	1706 Cass ave.
Stevenson, Robt. L.		Farmer.	520 Cham. Com.
Stewart, A. W.	A. W. Stewart & Co.,	Commission.	1900 N. Main st.
Stewart, A. C.	Stewart, Cunningham &	Elliott, Lawyers.	Rialto Bldg.
Stewart, A. M.	Jas. Stewart & Co.,	Grain El. Contrs.	302 Lincoln Trust.
Stewart, James C.	Jas. Stewart & Co.,	Grain El. Contrs.	302 Lincoln Trust.
Stickney, W. Arthur.	A. G. Edwards & Son	Brokerage Co.	410 Olive st.
Stifel, H. C.	Alzheimer & Rawlings	Investment Co.	217 N. Fourth st.
Stifel, Otto Fred'k.	C. G. Stifel Brew. Co.,	Brewing.	Wainwright Bldg.
Stifel, Oscar.	L. Lemcke & Co.,	Commission.	322 Pine st.
Stimson, Fred. M.	Sutherland Grain Co.		132 Cham. Com.
Stock, Philip.	St. Louis Brewing Assn.,	Secretary.	702 Wainwright Bldg.
Stockton, F. W.	Traders' Despatch,		505 Houser Building.
Stoewener, F. F.			710 Julia st.
Stone, Leander.			934 W. Walnut st., Louisville, Ky.
Stover, W. D.	Star Union Line,	Freight Agent	Seventh and Olive.
Strain, Arthur R.	Robt. B. Brown Oil Co.,	Oil Manuf'rs.	Rialto Building.
Stratton, Wm.	Hunter Bros.,		60 Gay Bldg.
Strauss, J. C.		Photographer.	8514 Franklin ave.
Street, E. J.	E. J. Street & Co.,	Brokers.	Bd. of Trade, Kansas City
Strifler, Chester E.		Lumber.	Main and Market sts.
Stroud, H. L.		Merchant.	Rogers, Ark.
Stuede, Wm.	Harroun Elevator Co.		103 N. Third st.
Stuever, Anton C.	Home Brewing Co.		Miami and Salena sts.
Sturtevant, Henry D.	Counselman & Co.,	Commission.	240 LaSalle st., Chicago
Sublett, Edwin H.			308 Continental Bank Bldg.
Sudborough, J. A.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Sullivan, F. R.	North Shore Despatch,	Agent.	Sixth and Olive sts.
Sullivan, John F.	United Elev. & Grain Co.,	Superintendent.	516 Cham. Com.
Sullivan, Patrick.			701 Washington ave.
Summa, Emil.	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses.	M. Summerfield & Co.,	Hides and Wool.	214 N. Main st.
Sutherland, G. G.	Sutherland Grain Co.,	Grain.	132 Cham. Com.
Sutherland, W. W.	Sutherland Grain Co.		130 Cham. Com.
Swaney, John Bell.		Grain.	Union City, Tenn.
Swift, Paul.	Thos. Akin,	Commission.	203 Cham. Com.
Swift, W. H.	Fruin, Bambrick Con. Co.,	Contractors.	721 Olive st.
Sykes, G. A.	St. Louis Commission Co.,		315 N. Main st.

Name.	Firm.	Business.	Location.
Taafe, B. P.	Justice of the Peace,		4109 Manchester ave.
Tansey, Geo. J.	St. Louis Transfer Co.,	President.	400 S. Broadway
Taussig, John J.	J. & J. Taussig,	Brokers.	627 Security Bldg.
Taussig, Jos. S.	J. & J. Taussig,	Brokers.	627 Security Bldg.
Taylor, James L.	Kehler Flour Mill Co.		401 Cham. Com.
Taylor, T. Carroll	Brinson Waggoner	Grain Co.	208 Cham. Com.
Taylor, Wm. H.		Insurance.	Odd Fellows' Bldg.
Taylor, Phil. C.	P. C. Taylor & Son,	Commission.	509 Roe Bldg.
Taylor, E. M.		Commission.	508 Cham. of Com.
Taylor, C. H.	F. W. Brockman	Commission Co.	815 N. Fourth st.
Taylor, J. B.	P. C. Taylor & Son,	Commission.	509 Roe Bldg.
Taylor, W. J.	The Western Ry. of Alabama,	Agent.	207 Houser Bldg.
Teasdale, Thos. B.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. Waller.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W.	J. W. Teasdale & Co.,	Dried Fruits & Com.	806 Spruce st.
Teasdale, A. S.			825 N. Fourth st.
Teasdale, C. H.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, Everett P.	Miller & Teasdale Co.,	Commission.	825 N. Fourth st.
Teasdale, Geo. W.	J. W. Teasdale & Co.,	Dried Fruits.	806 Spruce st.
Teasdale, J. W., Jr.	J. W. Teasdale & Co.,	Dried Fruit.	806 Spruce st.
Teasdale, J. E.	J. E. Teasdale & Co.,	Broker.	110 N. Fourth st.
Teichmann, Wm. C.	Mallinckrodt Chem. Co.		Second and Mallinckrot sta.
Teichmann, Chas. H.	Teichmann Com. Co.,	Commission.	62 Gay Building.
Teichmann, Otto L.	Teichmann Com. Co.,	Commission.	62 Gay Building.
Telthorst, Herman		Flour and Feed.	7501 S. Broadway.
Temple, Harry.	P. Peckham Liquor Co.,	Bookkeeper.	412 Washington ave.
Temple, Joseph.	Adams Express Co.,	Agent.	407 N. Fourth st.
Templeman, W. J.	Templeman & Co.,	Produce.	950 N. Third st.
TenBroek, Gerrit H.		Attorney	213 N. Seventh st.
Tepe, Carl H. A.	Wm. Tepe Feed Co.,		2723 Laclede ave.
Tepe, William.		Feed.	2725 Laclede ave.
Terry, Albert T.	Albert T. Terry & Co.,	Real Estate.	621 Chestnut st.
Tesson, George B.	Nanson Com. Co.		202 Chamber of Commerce.
Tevis, Hupp.	Tevis Com. Co.		116 N. Main st.
Thacher, Arthur.	Central Lead Co.,		510 Pine st.
Thaw, Charlie.		Deceased.	
Thompson, Wm. H.	Nat. Bank of Com.,	President.	Broadway and Olive st.
Thompson, E. F.	G. A. Benton & Co.,	Grain.	829 N. Third st.
Thompson, C. McClung.	C. L. Thompson & Son,	Insurance.	Century Bldg.
Thompson, Joseph B.			4225 McPherson ave.
Thomson, A.			938 N. Second st.
Thomson, Wm. H.	Boatmen's Bank,	Cashier.	Fourth and Washington av.
Thyson, John.	Thyson Commission Co.		105 Chamber of Commerce.
Tice, Vilray C.	V. C. Tice & Co.,	Commission.	Gay Bldg.
Tiedemann, Geo. W.	Chas. Tiedemann	Milling Co.	O'Fallon, Ill.
Tilton, Edgar D.	E. O. Stanard Milling Co.		420 Chamber of Commerce.
Timmerman, G. H.	St. L. Iron & Machine Works.		Second and Chouteau ave.
Tinker, Z. W.	Columbia Brewing Co.		Twentieth and Madison sta.
Tittmann, Harold H.	St. L. Cooperage Co.		Main and Arsenal sta.
Todd, Henry R.	Burlington Route,	Gen'l. Agent	502 Olive st.
Tontrup, Louis H.	Papin & Tontrup,	Real Estate.	626 Chestnut st.
Townsend, F. C.	Townsend Com. Co.,		827 N. Third st.
Tower, George F., Jr.	Goodwin Mfg. Co.,	Candles and Soap.	3332 Chouteau ave.
Tracy, John H.	David Nicholson,	Grocer.	15 N. Sixth st.
Traunmiller, Joseph.	Excelsior Brew. Co.		5 S. Seventeenth st.
Trauernicht, F. C.	F. C. Trauernicht Com. Co.		826 N. Third st.
Triplett, John R.		Deceased.	
Tumbach, C.	McCullough & Tumbach,	Commission	719 N. Third st.
Tune, Lewis T.	The Bradstreet Co.		Security Building.
Tunstall, R. C.	St. Louis Hay Exch.,	Vice-Pres.	602 Theresa ave.
Tunstall, R. B.	St. Louis Hay Exch.,	Secretary.	602 Theresa ave.
Turner, Chas. H.			208 Security Bldg.
Turner, V. P.	Turner-Hudnut Co.,	Grain.	Pekin, Ills.
Tutt, Dent G.			807 Chestnut st.
Tyler, George.	Robert Atkinson & Co.,	Commission	308 N. Main st.

Name.	Firm.	Business.	Location.
Udell, C. E.....	C. E. Udell & Co.,	Cheese.....	410 N. Second st.
Underwood, Geo. A.....	D. E. Smith & Co.,	Flour, etc.....	114 N. Fourth st.
Urdike, N. B.....	Urdike Commission Co.,		145 Van Buren st., Chicago

Vahlkamp, Henry..	W. J. Lemp Brew. Co.,	Secretary.....	3401 Cherokee sts.
Valle, John F.....	Desloge Con. Lead Co.,	Secretary.....	Fourth and Chestnut.
Valier, Charles..	Valier & Spies Milling Co.,		514 Chamber of Commerce.
Valier, Louis A.....	Valier & Spies Milling Co.....		514 Chamber of Commerce.
Valier, Robt. C.....	Valier & Spies Mlg. Co.,		514 Chamber of Commerce.
Van Arsdale, E. S.....			Carrollton, Ill.
Van Blarcom, J. C.....	Nat. Bank of Com.,	Vice-Prest..	Broadway and Olive st.
Vankirk, Chas. B.....		Com....	310 Royal Ins. Bldg., Chicago
Vaughan, Wm. L.....	Vaughan & Carnes,	Real Estate.....	Linn, Mo.
Vendig, Sam.....	M. Schwartz & Co.,	Feed.....	3542 Missouri ave.
Veninga, George A..	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.....	Smith, Vincent & Co.,	Commission.....	72 Gay Building.
Vogeler, Julius.....		Grocer and Com.....	14 N. Third st.
Vogel, Charles F.....		Real Estate.....	624 Chestnut st.
Vogelsang, L. E.....			2223 Dodier st.
Vogelsang, Henry.....			1001 Union ave.
Vogelsang, Wm. H.....			2218 Sullivan ave.
Von Wedelstaedt, R. Park.....		Real Estate.....	St. Louis Club.
Vordtriede, E. Henry.....		Mining.....	2019 Sidney st.
Voris, F. D.....		Grain and Hay.....	Neoga, Ill.
Voris, George W.....		Grain and Hay.....	Stewardson, Ill.

Waddock, Frank G.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
Wade, Festus J.....	Mercantile Trust Co.		Eighth and Locust sts.
Waggoner, E. L.....	Brinson-Waggoner Gr. Co.,	Com.....	208 Cham. of Com.
Wagner, Charles.....		Pig Lead & Spelter..	174 Laclede Bldg.
Wagoner, Geo. C. R.....	Wagoner Undertaking Co.....		1127 Olive st.
Wagoner, Henry H.....	Wagoner Undertaking Co.....		1127 Olive st.
Wahl, John.....	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.....	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.....	John Wahl Com. Co.,	Commission.....	2 S. Main st.
Waldeck, Jacob C. C..	Jac. C. C. Waldeck Prov. Co..	Montrose ave. and LaSalle st.	
Walker, G. H ..	G. H. Walker & Co.,	Brokers ..	807 N. Fourth st.
Walker, R. F.....		Attorney at Law....	926 Rialto Bldg.
Walker, W. C.....		Real Estate.....	605 Fullerton Bldg.
Wall, Nicholas R.....	Wall & Whittemore,	Insurance.....	208 N. Fourth st.
Wallace, Fred. L.....	F. L. Wallace & Co.		105 N. Third st.
Walsh, Julius S.....	Miss. Valley Trust Co.,	President.....	201 N. Fourth st.
Walsh, Peter.....		Teamster.....	3129 N. Twelfth st.
Walsh, Edward, Jr.....		Deceased.....	
Walsh, C. K. D.....	Kehlor Flour Mills Co.		401 Chamber of Commerce.
Waltke, Louis H.....	Wm. Waltke & Co.,	Soap.....	2nd and Grand ave.
Walton, E. S.....		Commission.....	105 Cham. of Com.
Wangler, Joseph F....	J. F. Wangler B. & S. W. Co.,	President....	1547 N. Ninth st.
Wangler, Joseph A....	J. F. Wangler B. & S. W. Co.,	Secretary....	1547 N. Ninth st.
Wardrop, Richard....	Bernet, Craft & Kauffman Milling Co.....		305 Cham. Com.
Ware, J. H.....	Ware & Leland,	Commission..	205 Rialto Bld., Chicago
Warren, Thomas....	Warren Com. & Investment Co.....		200 N. Second st.
Warren, John A.....	Jno. A. Warren & Co.		416 Cham. Com.
Washburn, John.....	Washburn, Crosby & Co.....		Minneapolis, Minn.
Washer, S. R..	The S. R. Washer Grain Co.,		Atchison, Kas.
Wasserman, Bennett....	Wasserman Bro. & Co.,	Stocks and Bonds....	315 Olive st.
Wasson, H. D.....		Broker .....	107 Cham. of Commerce.
Waterworth, Jas. A....	St. Louis Insurance Surveys, Pres't....		Odd Fellows' Bldg.
Watson Henry P.....	Watson & Co.,	Broker.....	Minneapolis, Minn.

Name.	Firm.	Business.	Location.
Watts, T. G.	T. G. Watts & Son,	Real Estate	1000 Chestnut st.
Weare, Charles A.	Weare Commission Co.		Old Colony Bldg., Chicago.
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Weber, Edward	Weber Drayage &	Warehouse Co.	120 N. Main st.
Weber, Henry C.			4172 Lindell ave.
Weil, Jacob P.	Bernard, Baer & Co.,	Produce & Prov.	1418 N. Broadway.
Weil, Henry G.			36 New st., N. Y.
Weinberg, Louis	Funsten Bros. & Co.,	Commission	109 N. Main st.
Weissenborn, S. A.	S. A. Weissenborn &	Son, Coal.	318 Olive st.
Welch, B. C.	B. C. Welch Land & Investment Agency		Elsberry, Mo.
Wells, Rolla	Mayor,		City Hall.
Wenneker, Chas. F.	Wenneker-Morris	Candy Co.	12 S. Third st.
Wernse, H. H.	Wernse & Dieckman,	Brokers	317 N. Fourth st.
Werth, John E.	Werth's Insurance	Agency	315 Chestnut st.
Werth, G. L.	Werth's Insurance	Agency	315 Chestnut st.
Wertheimer, J. J.	Wertheimer-Swarts	Shoe Co.	10th and Washington ave.
Westcott, W. B.	Westcott Com. Co.,	Commission	827 N. Third st.
Westcott, W. F.	Westcott Com. Co.,		827 N. Third st.
West, Courtney H.	Moffitt-West Drug	Co.	Broadway and Clark ave.
West, Thomas H.	St. Louis-Union Trust Co.,	President	Fourth and Locust sts.
Wetzel, Frederick L.	Dozier Bakery.		Sixteenth and Morgan sts.
Wheeler, Jas. L.			
Whitaker, Edwards	Whitaker & Co.,	Brokers	300 N. Fourth st.
White, Chas. E.	Fulton Bag & Burlap	Co.	612 S. Seventh st.
White, Edward W.	Central of Ga. Ry. Co.,	Agent	402 Houser Bldg.
Whitehead, S. A.	Nanson Commission	Co.	202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.,	Insurance	Century Building.
Whitelaw, Geo. P.			718 Security Building.
Whitelaw, Oscar L.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Chas. W.	Huse & Loomis I. &	T. Co.	Security Building.
Whitmore, Daniel R.	Merchants' Exch.,	Ass't Secretary	Third and Pine sts.
Whitmore, H. R.	Merchants' Exchange,	Asst. Secretary	Third and Pine sts.
Whittemore, F. C.	Wall & Whittemore;	Insurance	208 N. Fourth st.
Wickham, E. F.	Smokeless Fuel Co.,		410 Bank of Commerce Bldg.
Wieder, Moses L.	Wieder Paint Co.,		1601 N. Broadway.
Wiedmer, W. H.	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, Fred.	Gratiot Street Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiegand, Chas. F. W.	Nelson Distilling	Co.	812 N. Fourth st.
Wiener, I. M.	Wiener Bros.,	Brokers	Wainwright Building.
Wiener, Adolph		Real Estate	Wainwright Building.
Wiley, Frank P.	Wiley & Bischoff,	Hay and Grain	421 S. Theresa ave.
Wilkinson, W. R.	W. R. Wilkinson & Son	Com. Co.	212 N. Main st.
Wilkins, W. T.		Deceased	
Willard, Wm. G.		Manufacturer	619 N. Fourth st.
Williams, P. P.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Wilson, Chas. A.	Barron & Wilson,	Grain Samplers	422 Rialto Bldg.
Wilson, Peter E.	Knapp, Stout & Co.,	Lumber	Salisbury and Hall sts.
Wirthlin, R. L.	Southern Coop. Co.,		110 Victor st.
Wissmath, Chas., Jr.	C. Wissmath & Son	Pork Packing Co.	1113 N. 12th st.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Witter, Ernest A.	Chapin & Co.,	Mill Feed	119 N. Third st.
Woelfle, Matt.	Baur Flour Co.,	Salesman	807 N. Second st.
Woerheide, A. A. B.	Lincoln Trust Co.,	President	710 Chestnut st.
Wolf, John		Hay and Grain	3818a Russell ave.
Wolfenden, C. F.	A. A. Paton & Co.,	Cotton	215 Elm st., Dallas. Tex.
Wolgast, Louis		Feed	2187 Gravois ave.
Wollbrinck, Henry	Columbia Biscuit	Co.	Fourteenth and Papin sts.
Wonderly, Peter		Deceased	
Woodlock, Frank D.	F. D. Woodlock & Co.,	Commission	300 Cham. of Com.
Wood, F. C.	A. N. Kellogg Newspaper	Co.	224 Walnut st.
Wood, H.	Union Dairy Co.,	Dairyman	Jeff. & Washington aves
Woods, W. K.	Robinson, Danforth Co.		Eighth and Gratiot sts
Woods, J. P.	Columbia Biscuit Co.		Fourteenth and Papin sts

